

CITY COUNCIL AGENDA

CITY OF SANFORD, NORTH CAROLINA

October 4, 2016, 7:00 P.M., CITY HALL



1. **MEETING CALLED TO ORDER**
2. **INVOCATION**
3. **PLEDGE OF ALLEGIANCE**
4. **PUBLIC COMMENT**
5. **APPROVAL OF AGENDA**
6. **CONSENT AGENDA**
7. **SPECIAL AGENDA**
 - A. Presentation of Urban Forestry Award – Downtown Historic District – (Page 3)
 - B. Proclamation Proclaiming the Week of October 9 – 15, as Fire Prevention Week – (Pages 4 – 5)
8. **CASES FOR PUBLIC HEARING**
9. **DECISIONS ON PUBLIC HEARINGS**
 - A. Application by Toribo Hernandez - to rezone from Residential-Mixed (R-12) district to a conditional zoning district to be known as “Sanford Soccer Field Complex District”. As proposed, the Sanford Soccer Field Complex District will allow all land uses currently permitted in the Residential-Mixed (R-12) zoning district in addition to a soccer field complex. This petition is for a 1.2 ± acre portion of a larger 9.95 ± acre tract of land off of Airport Road, formerly addressed as 2917 Airport Road. The subject property is a portion of a larger tract that is located in both the City of Sanford’s ETJ and Lee County. This rezoning request is for the portion of the tract of land that is located within the City of Sanford’s ETJ only. The property is the same as depicted on Lee County Tax Maps 9641.02 and 9641.04, a portion of Tax Parcel 9641-65-4298 Lee County Land Records and is also a portion of Tract 2 on a survey map recorded in Plat Cabinet 10, Slide 7A, Lee County Registry of Deeds. – (Pages 6 - 46)

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- Consider Ordinance Amending the Official Zoning Map of the City of Sanford, North Carolina – (Pages 47 – 60)
- B. Application by Ameer Rental Properties, LLC - to rezone one 2.02 ± acre tract of land with frontage on Gunter Street and an unimproved portion of Poplar Street from the current zoning of Light Industrial (LI) to Multifamily (MF-12). The property is the same as depicted on Lee County Tax Map 9643.15 as Tax Parcel 9643-64-6390 Lee County Land Records and as illustrated as a 2.02 acre tract of land on a survey map recorded in Plat Cabinet 10, Slide 50-A of the Lee County Register of Deeds Office. – (Pages 61 - 64)
- Consider Ordinance Amending the Official Zoning Map of the City of Sanford, North Carolina – (Pages 65 - 66)
- C. Application by AGA Corporation - to rezone 24.17 ± acres of land with frontage on Commerce Drive from the current zoning of Barrington Park Conditional Zoning District to General Commercial (C-2). The property is the same as depicted on Lee County Tax Map 9660.01 as portions of Tax Parcels 9660-37-6982 and 9660-16-7151 Lee County Land Records and as illustrated as Lots 1, 2, 3, 4, 5 and portions of adjoining lots labeled as being owned by AGA Corporation on a survey map recorded in Plat Cabinet 9, Slide 45-G of the Lee County Register of Deeds Office. – (Pages 67 - 70)
- Consider Ordinance Amending the Official Zoning Map of the City of Sanford, North Carolina – (Pages 71 - 74)
- 10. REGULAR AGENDA**
- A. Consider Resolution to Close Green Street Between N. Horner Blvd. and N. Steele Street on October 30, 2016 from 4:30 PM to 9:00 PM for the First Baptist Church of Sanford's Fall Festival – (Pages 75 -77)
- B. Consider Resolution to Close a Portion of Several Streets in the Downtown Area on December 5, 2016 from 5:30 PM to 8:30 PM for the Central Carolina Jaycees Annual Christmas Parade Contingent Upon Receiving All Appropriate Paperwork – (Pages 78 - 81)
- C. Consider Request for Assignment of Bid – (Pages 82 – 86)

11. DECISIONS ON PUBLIC HEARINGS:

- 12. NEW BUSINESS – *(Items for discussion and action will only be taken if necessary. Otherwise, these items will be placed on the next agenda for approval.)***

13. OTHER BUSINESS

14. ADJOURNMENT

MEMORANDUM

TO: Mayor and Council Members

FROM: Elizabeth Whitmore, Planner II

DATE: October 4, 2016

SUBJECT: **Urban Forestry Award**
Downtown Historic District

In June of this year, staff applied for the North Carolina Urban Forestry Council Outstanding Project Award. The Executive Summary states that the Downtown Streetscape Initiative is a two-year construction project designed to create an improved pedestrian environment, enhanced parking, landscaping and street amenities. Street amenities included: creating wider sidewalks, a promenade, outdoor gathering and dining areas, bump outs for traffic control, landscaping, improved parking facilities, public art, and landscaping.

The summary included that more than 145 trees were planted to create urban canopies and will provide shade without blocking storefronts. A variety of trees were selected and placed to create identifiable street corridors, to avoid disease that would spread rapidly if only one variety of tree was planted, and to ensure that the downtown's economy, appearance and environment would continue the rebirth of our downtown business district.

Staff attended the North Carolina Urban Forestry Council on Thursday, September 20 and accepted the award:

"Downtown Streetscape Initiative, City of Sanford. The 2016 Outstanding Project Award. In recognition of great success in improving the community's urban forest through innovation, education, outreach and strong community involvement."

Office of the Mayor
City of Sanford

Proclamation ♦♦

“FIRE PREVENTION WEEK”

WHEREAS, the City of Sanford, North Carolina, is committed to ensuring the safety and security of everyone living in and visiting Sanford; and

WHEREAS, fire is a serious public safety concern, both locally and nationally, and homes are where people are at greatest risk from fire; and

WHEREAS, fire departments in the United States responded to 369,500 home fires in 2014, according to the National Fire Protection Association (NFPA); and

WHEREAS, home fires resulted in 2,745 civilian deaths in 2014, representing the majority (84 percent) of all United States fire deaths; and

WHEREAS, three out of five home fire deaths result from fires in properties without smoke alarms (38 percent) or with no working smoke alarms (21 percent); and

WHEREAS, working smoke alarms cut the risk of dying in reported home fires in half; and

WHEREAS, many Americans don't know how old the smoke alarms in their homes are, or that they should be replaced at least once every ten years; and

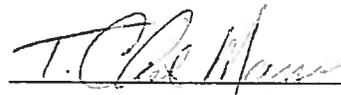
WHEREAS, Sanford's first responders are dedicated to reducing the occurrence of home fires and home fire injuries through prevention and protection education; and

WHEREAS, Sanford's residents are responsive to public education measures and are able to take personal steps to increase their safety from fire, especially in their homes; and

WHEREAS, the 2016 Fire Prevention Week theme, “Don't Wait – Check the Date! Replace Smoke Alarms Every 10 Years” effectively serves to educate the public about the vital importance of replacing the smoke alarms in their homes at least every ten years, and to determine the age of their smoke alarms by checking the date of manufacture on the back of the alarms.

NOW, THEREFORE, I Chet Mann, Mayor of Sanford do hereby proclaim October 9 - 15, 2016, as Fire Prevention Week throughout this city. I urge all the people of Sanford to find out how old the smoke alarms in their homes are, to replace them if they're more than ten years old, and to participate in the many public safety activities and efforts of Sanford's fire and emergency services during Fire Prevention Week 2016.

PROCLAIMED this 4th day of October 2016.



T. CHET MANN, MAYOR

Sanford City Council
Recommendation of Sanford Planning Board Regarding
Application #551-2016-01 to Amend the City of Sanford Zoning Map
Meeting Date: October 4, 2016

RECOMMENDATION FROM PLANNING BOARD:

The Sanford Planning Board recommends that the Sanford City Council support to the request to rezone a 1.2 ± acre portion of a larger 9.95 ± acre tract of land off of Airport Road, formerly addressed as 2917 Airport Road and located in the City of Sanford's ETJ, from Residential-Mixed (R-12) district to a conditional zoning district to be known as "Sanford Soccer Field Complex District" with the following conditions: no alcohol shall be served or consumed on site, signs shall be posted stating "no alcohol, no drugs, no weapons and no loitering", security shall be provided at all nonpractice games and traffic control must be provided for major events in Phases I and II. These are the same conditions of approval placed on the rezoning request for the 8.75 ± acre portion of the site located within the jurisdiction of Lee County by the Lee County Commissioners on August 15, 2016.

The 2020 Land Use Plan does not identify a specific land use for the subject property; therefore, current development trends, the surrounding zoning of the neighborhood and information presented at the public hearing were taken into consideration. The subject property is located off of Airport Road, which is a dead end road that is accessed via a section of Tramway Road / NC Hwy 78 that has a considerable amount of vehicular traffic since it is located near two public schools and between the Tramway Old Jonesboro areas of Sanford. The concerns noted by the adjoining property owners (a high volume of vehicular & pedestrian traffic and the proximity to two public schools) appear to be valid, however, this also suggest that this site is not conducive to continued single-family residential development; therefore it appears that it is reasonable to develop this site in a manner other than residential. The high volume of vehicular & pedestrian traffic and the proximity to two public schools is what makes this site attractive for a soccer field complex.

The rezoning request appears to be reasonable and in the public interest based on the character of the area as it appears to be transitioning away from single-family residential towards office & institutional and commercial uses, the proximity to two public schools and the availability of public water. It was also noted that this is a 1.2 acre ± acre portion of a larger 9.95 ± acre tract of land for which the Lee County Commissioners have already approved this rezoning request for the majority of the acreage (8.75± acres) with the same conditions as recommended by the Planning Board.

Also, in utilizing the site plan specific conditional zoning process, the applicant has attempted to design the site in such a manner as to factor in the quality of life and property values of the adjoining residential property owners as this area continues to transition from residential to commercial in nature.

For your reference, staff has included as an attachment to this report the information assembled and presented to the Lee County Planning Board, the Lee County Commissioners and the Sanford Planning Board regarding the NC 78/Tramway Road

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traffic concerns prompted by this rezoning request. It includes a Memorandum of information created by Planning staff and a NCDOT Accident Report for the area.

REZONING REPORT FROM JUNE 21, 2016 AGENDA

Sanford City Council and Planning Board Public Hearing Information Application # 551-2016-01 to Amend the City of Sanford Zoning Map June 21, 2016

APPLICANT: Mr. Toribio Hernandez

PROPERTY OWNER: Mr. Lee Ray Thomas

REQUEST: Rezone 1.2 ± acres from the current Residential-Mixed (R-12) district to a conditional zoning district to be known as the “Sanford Soccer Field Complex”

LOCATION: The property is located on the northeastern side of Airport Road (SR1213), which is a dead end road accessed via Tramway Road / NC Hwy 78, in the area northeast of Southern Lee High School and SanLee Middle School. More specifically, the site is a vacant tract of land formerly addressed as 2917 Airport Road and is opposite Airport Road from the Central Carolina Community College Emergency Services Training Center.

TOWNSHIP: Jonesboro

TAX PARCEL: 9641-65-4298

ADJACENT ZONING:

North (ETJ): Residential-Mixed (R-12)

South (Lee Co.) Residential Agricultural (RA) and Light Industrial (LI)

East (ETJ): Residential-Mixed (R-12)

East (Lee Co): Residential Agricultural (RA)

West (ETJ): Opposite Airport Road, Residential-Mixed (R-12) and Office & Institutional (O&I)

West (Sanford Corporate City Limits.): Opposite Airport Road, Light Industrial (LI)

Site and Area Description

The property to be rezoned includes a 1.2 ± acre portion of a 9.95 ± acre tract referenced as Tract 2 on a survey for Lee Ray Thomas, recorded in Plat Cabinet 10, Slide 7A, Lee County Register of Deeds. The site has 216 feet of road frontage on Airport Road, SR 1213. At present, the site is undeveloped and partially wooded. In the past, the property was developed with a mobile home that was addressed as 2917 Airport Road (as illustrated on the 2002 recorded plat).

The entire tract is 9.95± acres in size, with 8.75 ± acres being within the jurisdiction of Lee County and 1.2 ± acres being within the City of Sanford’s Extraterritorial Jurisdiction or

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ETJ. This rezoning request is for the portion of the tract that is located within the jurisdiction of the City of Sanford only.

The immediate area has a mix use uses. The residential uses surrounding the site consist of single-family dwellings. Commercial uses in the area include a vacant commercial building that appears to be a former airplane hangar adjoining the site to the south on Light Industrial (LI) zoned property, the Central Carolina Community College Emergency Services Training Center located on the opposite side of Airport Road on Light Industrial (LI) zoned property, and a commercial building in the southwest corner of the intersection of Tramway Road and Airport Road zoned Office & Institutional (O&I) that was formerly used as a realtor's office and is currently for sale. Southern Lee High School and SanLee Middle School are also in the area, with the main entrance into Southern High School and Tramway Park (opposite Fire Tower Road) being approximately 1,300 feet southwest of the intersection of Tramway Road and Airport Road.

The property is currently zoned Residential-Mixed (R-12) district is established to provide areas for a mix of residential dwelling types with a maximum of three and one-half (3.5) dwelling units per acre, in areas where large-lot development is discouraged and adequate public facilities and services are available. This district provides minimum lot size and density requirements in order to allow for market and design flexibility while preserving the neighborhood character.

Some of the uses permitted by right in the R-12 district include single-family dwellings, duplexes, new churches with less than 350 seats, expansion of existing churches, expansion of existing schools and parks. Uses permitted with special development standards include multi-family dwellings, family care homes and daycares. Uses permitted upon issuance of a Special Use Permit by the Board of Adjustment include boarding houses, fitness centers, libraries, new schools, and new churches with more than 350 seats. A list of permitted uses for the R-12 district is included within the agenda for your reference.

Staff Analysis

The applicant is requesting a conditional zoning district to allow for the development of a soccer field complex in addition to allowing the current land uses permitted in the Residential Agricultural general use district. The applicant request that if approved, the new conditional zoning district be named "Sanford Soccer Field Complex". Please reference the Concept Plan drawing set that was included with the application.

Design considerations for the Sanford Soccer Field Complex conditional zoning district

The proposed soccer field complex use is allowed in the Unified Development Ordinance (UDO) as a Recreation Activity, Commercial Outdoor under the Arts, Recreation and Entertainment category of the permitted uses. A soccer field complex is allowed in the Residential Agricultural (RA) zoning district as a special use with development standards, and only upon issuance of a Special Use Permit. They are also allowed by right, subject to specific development standards in the General Commercial (C-2), Light Industrial (LI) and Heavy Industrial (HI) zoning districts.

The applicant has chosen to attempt to obtain approval via the conditional zoning process as opposed to the special use process so that the information required and the approval

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process is same for both jurisdictions and thus simpler and more streamlined. The 1.2 ± acre portion of this parcel that is located within the City of Sanford's ETJ is zoned Residential-Mixed (R-12), which does not allow this use without rezoning to a conditional zoning district. Therefore, it is simpler and more streamlined to submit a request to rezone to a conditional zoning district and provide the same information for consideration by the governing boards in both Lee County and the City of Sanford. Both jurisdictions must approve the conditional rezoning request associated with this project in order for it to move forward and develop in the manner proposed.

The UDO includes the following development regulations that should be considered for a soccer field complex (recreation activities, commercial outdoor).

- The minimum lot size shall be two (2) acres.
The lot is 9.95 ± acres per a survey for Lee Ray Thomas, recorded in Plat Cabinet 10, Slide 7A, Lee County Register of Deeds.
- All uses, buildings and structures shall be at least 50 feet from any adjoining detached single-family dwelling structures.
The proposed design appears to comply with this requirement.
- Such uses shall have direct access to a paved Public Street.
The proposed design will have two points of access via new private drives that will connect to Airport Road (SR 1213), which is a paved public street.

The Sanford Soccer Field Complex conditional zoning district includes all of the UDO's development regulations for a commercial outdoor recreation activity as noted above in addition to the following conditions which are specific to this project and intended to allow for a successful project while ensuring compatibility between the development and the surrounding neighborhood.

- The soccer field complex will be located on approximately 9.95± acres of land.
- The development proposes two driveways onto Airport Road (SR1213), a NCDOT maintained public road. When/if the site is rezoned and prior to the zoning approval being issued for the development of the site, a NCDOT driveway permit will be required to be issued. All NCDOT requirements must be met for the development of this site.
- Parking will be within a gravel parking area that will comply with the UDO dimensional standards and ADA handicap accessibility standards. The individual parking spaces will be delineated. The UDO standard for parking is 1 per 600sf outdoor area; therefore, based on the size of the six soccer fields, a total of 149 parking spaces are required. The design illustrates 157 parking spaces with seven ADA handicap accessible spaces and four bus parking spaces.
- The project is proposed to be developed in three phases, the timing of which will be market driven.
- Phase 1 will include both entrance/exit drives, the gravel parking area, the dumpster with fencing & gate, a one-story office/concessions/toilet, a one-story utility building, two 7 vs. 7 turf fields with fence, the new private septic system, the existing pond with fence, the street yard landscaping along Airport Road, the parking lot landscaping within the interior of the parking area and the buffer yard landscaping along the perimeter of the site in the area of development. Please

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reference the Concept Plan set, Sheet 06, labeled Site-Phase 1, which illustrates the proposed development in Phase 1.

- Phase 2 will include one 11 vs. 11 natural grass soccer field, three 5 vs. 5 turf fields, bleachers, a fence to be installed along the rear of the site along the railroad, and the buffer yard landscaping along the perimeter of the site in the area of development. Please reference the Concept Plan set, Sheet 07, labeled Site-Phase 2, which illustrates the proposed development in Phase 2.
- Phase 3 will include the construction of an open air roof structure over the two 7 vs. 7 turf fields already installed as part of Phase 1. The height of the structure would be less than 45 feet. For your reference, all of the residential districts have a maximum building height of 40 feet, the Neighborhood Commercial (NC) and the Light Commercial & Office districts have a maximum building height of 50 feet, the Multi-family (MF-12) and Office & Institutional (O&I) districts have a maximum building height of 60 feet, and all other commercial districts have no maximum building height. Please reference the Concept Plan set, Sheet 08, labeled Site-Phase 3, which illustrates the proposed development in Phase 3. See also the Concept Plan set, Sheet 05, Architectural Site Plan, which illustrates the project as fully developed (includes Phases 1, 2 and 3) and Sheets 10, 11 and 12 which illustrate views of the project as fully developed from difference angles.
- Phase 3 may include a right turn lane to be installed along Tramway Road / NC Hwy 78 if required by NCDOT.
- Portable field lights are proposed to be used only during night games.

Airport Road is not included on the list of thoroughfares and freeways that are subject to specific architectural standards; therefore the exterior appearance of structures are not regulated at this location.

The Concept Plan Set submitted as part of this rezoning request will govern the development and use of the property and will be legally binding on the land even if a property transfer were to take place. Please also be aware that the conditional zoning process is a negotiated zoning process and, as such, the City Council and/or Planning Board may request that certain conditions be considered or altered. However, the petitioner must accept such conditions before inclusion in the conditional zoning district.

Utilities

This site appears to have access to public water located in the right-of-way of Airport Road, but does not have access to public sanitary sewer; therefore, the site would require the installation of a new private septic system in order to develop as proposed. (Illustrated on the Concept Plan, Sheet 05, labeled as "septic field and backup" submitted with the rezoning application for this project.). As a general rule, any/all new development must comply with the rules & regulations of the Sanford Public Works Department regarding the extension of and/or connection to public utilities and the Lee County Environmental Health Department regarding the installation of a private septic system.

Transportation

The subject property has 216 feet of road frontage on Airport Road (SR1213), which is a NCDOT maintained public street. The project will have two points of access via new private drives that will connect to Airport Road. NCDOT has reviewed the plans and

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provided feedback. A NCDOT driveway permit and encroachment agreements for utilities will be required prior to the start of development in Phase 1 and a turn lane may be required to be installed along Tramway Road/ NC Hwy 78 for vehicular traffic use when turning onto Airport Road (from the southwest / Tramway area) once the project warrants this improvement. The project designer has been informed that he should discuss the specifics of this requirement and what will trigger the installation of the turn lane with NCDOT so that the project is phased accordingly. At this time, there is a center turn lane in Tramway Road / NC Hwy 78 for automobiles traveling west (from the Jonesboro area towards the Tramway area) that would like to make a left turn onto Airport Road.

The 2007 Lee County Comprehensive Transportation Plan illustrates Tramway Road / NC Hwy 78 as an existing major thoroughfare that needs improvement. Airport Road is not illustrated. The NCDOT 2013 Traffic Study reports 15,000 vehicle trips per day on Tramway Road approximately 1,220 feet east of the intersection of Tramway Road and Airport Road (in front of a house addressed as 1909 Tramway Road). There is no traffic count information for Airport Road

Environmental

The property is not located within a Watershed Conservation Overlay District or a Flood Hazard Area. There are two existing ponds on site, one is proposed to be removed and one has been incorporated into the site design as illustrated on the Concept Plan set, Sheet 05, Architectural Site Plan, labeled as “existing pond” and “pedestrian fence to guard existing pond” submitted with the rezoning application for this project. It is the responsibility of the project designer to verify that the proposed project is in compliance with the regulations of all applicable governmental agencies, including but not limited to, the Lee County Soil & Water Conservation District, the North Carolina Department of Environmental Quality and the U.S. Army Corp of Engineers with regard to removing and/or altering an existing pond.

The City of Sanford, Lee County and the Town of Broadway do not have local grading permits and rely on the North Carolina Department of Environmental Quality to regulate land disturbing activities. For questions or concerns regarding land disturbing activities, please contact the North Carolina Division of Energy, Mineral, and Land Resources Sediment Program at 1612 Mail Service Center, Raleigh, NC 27699-1612 or call 919-707-9220 or visit the NCDEQ website at <http://deq.nc.gov>.

Conformance with the Greenwood Small Area Plan

The Greenwood Small Area Plan shows this area as being within the study area, but has no specific recommended land use classification (within an area labeled “Greenwood”).

Conformance with the Sanford/Lee County 2020 Land Use Plan

The 2020 Land Use Plan Map does not identify a specific land use for the subject property. When considering the zoning of this property, current development trends and the surrounding zoning of the neighborhood should be considered.

Public Information Meeting

A public information meeting was held on Tuesday, May 24, 2016 at the historic Buggy Company Building with two staff representatives, four project representatives and three citizens in attendance. Following a presentation about the proposed Sanford Soccer Field Complex project by the project designer/architect, Mr. Joseph Klimek, a discussion was held and the following items were the major topics of concern expressed by the neighbors.

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- Tramway Road has lots of automobile traffic, which is currently problematic for the residential neighbors. For example, they have to wait a long time in order to pull out of their driveway and onto Tramway Road, especially at certain times of the day when the nearby schools are beginning or ending classes for the day. If this property is rezoned and this project is developed at this location, there is a concern that the traffic problem will worsen.
- There is a lot of pedestrian traffic along Tramway Road in front of the existing houses from students walking to and from school. If this property is rezoned and this project developed at this location, there is a concern that there will be even more kids walking, not only along the front of their yards, but through their yards to get to the soccer fields.
- There is currently a lot of noise and bright lights associated with the local schools, especially when they have sporting events after school and on weekends. If this project is developed at this location, there is concern that there will be more noise and bright lights from a closer location that adjoins their property.

Planning & Development Staff Recommendation

Airport Road is a dead end road that is accessed via a section of Tramway Road / NC Hwy 78 that has a considerable amount of vehicular traffic since it is located near two public schools and between the Tramway Old Jonesboro areas of Sanford. The concerns noted by the adjoining property owners (a high volume of vehicular & pedestrian traffic and the proximity to two public schools) appear to be valid, however, this also suggest that this site is not conducive to continued single-family residential development; therefore it appears that it is reasonable to develop this site in a manner other than residential. The high volume of vehicular & pedestrian traffic and the proximity to two public schools is what makes this site attractive for a soccer field complex. Care should be taken to ensure that the site is designed in such a manner as to protect the quality of life and property values of the adjoining residential property owners as this area continues to transition from residential to commercial in nature.

The 2020 Land Use Plan Map does not identify a specific land use for the subject property; therefore, when considering the zoning of this property, current development trends and the surrounding zoning of the neighborhood should be considered. Also, information presented at the public hearing may provide additional information that should be considered regarding a final decision on the requested zoning map amendment.

MEMORANDUM

TO: Sanford City Council

FROM: Amy J. McNeill, Design Review Coordinator

DATE: October 4, 2016

REF: ATTACHMENT TO RECOMMENDATION FROM THE SANFORD PLANNING BOARD FOR REZONING REQUEST NO. 551-2016-01
NC 78/Tramway Road Traffic Concerns and Request for Information
Prompted by the Sanford Soccer Field Complex Conditional Rezoning Request

In response to a recent rezoning request to allow for a soccer field complex to be developed off of Airport Road (SR1213), which is a short dead end road off of Tramway Road / NC Hwy 78, the Sanford Planning Board requested at the July 19, 2016 meeting that staff provide additional information regarding vehicular and pedestrian traffic in the area to assist in making a decision regarding this request.

Planning staff (Marshall Downey, David Montgomery and Amy McNeill) met with James Garner, Asst. District Supervisor for Division 8 / District 2 of the North Carolina Department of Transportation (NCDOT), to discuss this matter. As a result of this meeting, staff has requested the following information from NCDOT:

- Traffic Data: The board was interested in the volume of vehicular and pedestrian traffic in this area. The residents in this area expressed concern regarding the high volume of vehicular traffic, especially during times of the day when the students attending the two nearby schools (Southern Lee High School and SanLee Middle School) are being dropped-off or picked-up and during sporting events. The residents are also concerned about the high volume of people who walk along Tramway Road (and in their front yards) since there are no sidewalks in this area.

Staff has requested vehicle traffic counts from NCDOT during the active school year since this will provide the most accurate information regarding the high volume of traffic in this area and traffic concerns appear to be an ongoing matter for the residents of this area, even if the soccer field complex is not developed. Therefore, this study will have to be done in September or October and staff will forward this information to the boards upon receipt.

NCDOT does not have numbers for pedestrians walking along the roadway and staff has verified that this type of information is not information that NCDOT typically provides. Mr. Garner of NCDOT will contact the NCDOT Division of Bicycle and Pedestrian Transportation to see if they have any information that may be useful and staff will provide this information to the boards

The following information was assembled using NCDOT traffic counts via intelligent data within our GIS system and records from the Planning & Development Department.

Traffic Count Location No. 1:

1,220ft ± or 0.23 of a mile east of the intersection of Tramway Road and Airport Road in front of a house addressed as 1910 Tramway Road.

VPD = Vehicle Trips per Day

<u>Year</u>	<u>VPD</u>	<u>Notes:</u>
2014	-	No traffic count data at this location for 2014
2013	15,000	Latest traffic count data at this location
2012	14,000	
2011	12,000	
2010	13,000	
2009	14,000	
2008	13,000	
2007	14,000	
2006	12,000	SanLee Middle School developed
2005	13,000	Lee County Parks & Recreation Office moved to Tramway Rd
2004	13,000	Tramway Road Park athletic fields developed
2003	14,000	Southern Lee High School developed
2002	12,000	
2001	11,000	
2000	12,000	
1999	13,000	Earliest traffic count data at this location.

Notes: This is the closest traffic count to the subject property. Vehicular traffic at this location has increased by 3,000 vpd at this location since the development of the most recent school in this area (SanLee Middle School) in 2006. Since 2011, there has been an upward trend in the volume of traffic of at least 1,000 vpd. It reasonable to assume that the volume of traffic will continue to increase at this location as this area continues to develop and as this roadway continues to be the main corridor from the Tramway area to the Old Jonesboro area. At this time, staff has received one rezoning request and one inquiry regarding the conversion of existing single-family homes in the immediate area into commercial businesses.



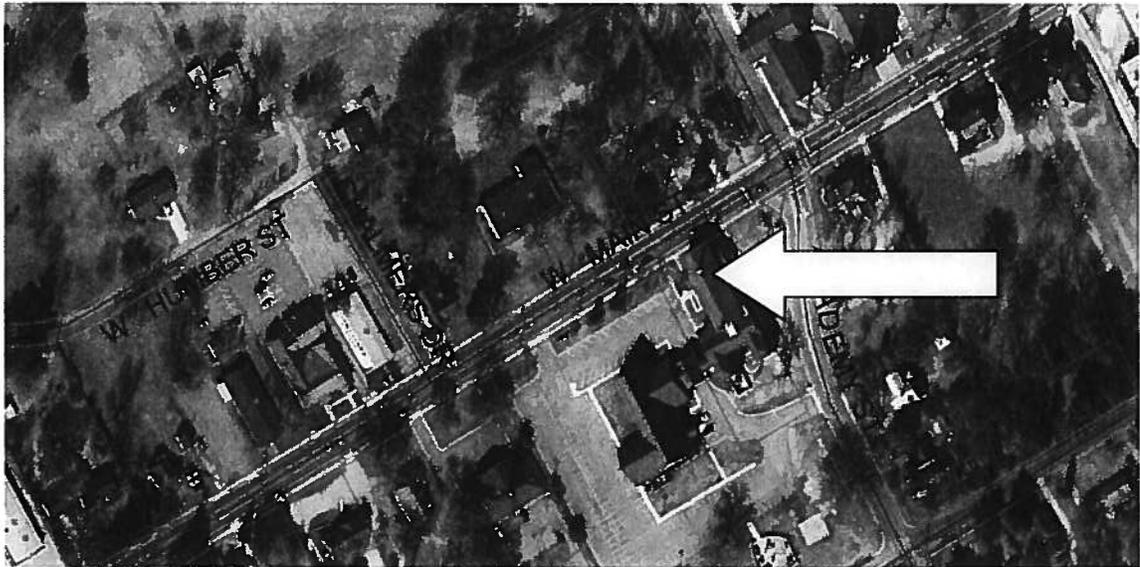
Traffic Count Location No. 2:

9,300ft ± or 1.76 miles east of the intersection of Tramway Road and Airport Road in front of a medical office for Dr. David Edrington, Dentist and Dr. Douglas Roscoe, Optometrist, addressed as 420 W. Main Street in the Old Jonesboro area.

VPD = Vehicle Trips per Day

<u>Year</u>	<u>VPD</u>	<u>Notes:</u>
2014	-	<i>No traffic count data at this location for 2014</i>
2013	16,000	Latest traffic count data at this location
2012	15,000	
2011	18,000	
2010	14,000	
2009	-	<i>No traffic count data at this location for 2009</i>
2008	14,000	
2007	16,000	
2006	15,000	SanLee Middle School developed
2005	15,000	Lee County Parks & Recreation Office moved to Tramway Rd
2004	15,000	Tramway Road Park athletic fields developed
2003	16,000	Southern Lee High School developed
2002	13,000	
2001	13,000	
2000	13,000	
1999	15,000	Earliest traffic count data at this location.

Notes: Vehicular traffic at this location has increased by 1,000 vpd at this location since the development of the most recent school in this area (SanLee Middle School) in 2006. The volume of traffic at this location appears to fluctuate up and down, indicating that vehicles may be turning off of NC 78/Tramway Road before they get to this location.



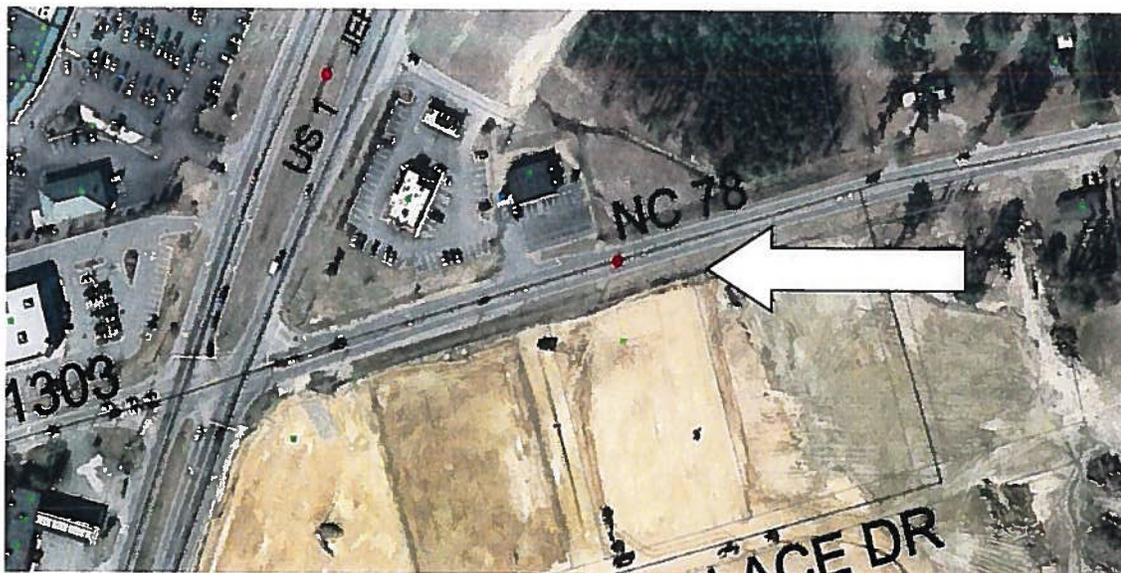
Traffic Count Location No. 3:

10,400ft ± or 1.9 miles west of the intersection of Tramway Road and Airport Road in front of the Scrubbin' Board III Easy Wash laundromat, addressed as 3210 Tramway Road in the Tramway area.

VPD = Vehicle Trips per Day

<u>Year</u>	<u>VPD</u>	<u>Notes:</u>
2014	-	No traffic count data at this location for 2014
2013	12,000	Latest traffic count data at this location
2012	11,000	
2011	11,000	
2010	10,000	
2009	11,000	
2008	11,000	
2007	10,000	
2006	9,800	SanLee Middle School developed
2005	11,000	Lee County Parks & Recreation Office moved to Tramway Rd
2004	11,000	Tramway Road Park athletic fields developed
2003	11,000	Southern Lee High School developed
2002	10,000	
2001	6,500	
2000	9,900	
1999	15,000	Earliest traffic count data at this location.

Notes: Vehicular traffic at this location has increased by 2,200 vpd at this location since the development of the most recent school in this area (SanLee Middle School) in 2006. The volume of traffic at this location appears to have gradually increased since 2010. It reasonable to assume that the volume of traffic will continue to increase at this location as this area continues to develop. Since 2013, the Westfield Rehabilitation & Health Center, a VA Medical Clinic, a CVS pharmacy and a Bojangles' Famous Chicken & Biscuits restaurant have developed in this area and the Marketplace at Tramway Shopping Center has been approved, but not yet fully developed. (CVS & Bojangles' are on outparcels.)



- Future Plans: The board was interested in any future plans to alter the road or add sidewalks or other improvements in this area.

Last year, Lee County submitted 15 projects through the Triangle Area Rural Planning Organization (TARPO) for funding by NCDOT through SPOT 4.0, which is the funding formula used by NCDOT to identify the construction funding for and scheduling of transportation projects for funding from 2018-2027 through the State Transportation Improvement Program (STIP).

Our Long Range/Transportation Planner, David Montgomery, of the Sanford/Lee County Community Development Department, has requested funding through the State Transportation Improvement Program (STIP) to widen NC 78/Tramway Road from US1 to Lemon Springs Road and to install sidewalks along one side of the public street in this area. The design for this area would be a multi-lane divided roadway, similar to the improvements currently underway along Broadway Road; however, this is still a general request and no drawings have been created for reference. This request for road improvements was made prior to the Sanford Soccer Field Complex rezoning request was received by staff, but is not funded at this time.

The request for road improvements to NC 78/Tramway Road was based upon a recommendation from the adopted Lee County Comprehensive Transportation Plan. At the time the plan was adopted in December of 2007, this segment of NC 78/Tramway Road consisted of primarily two 12-foot lanes and a 14-foot center turn lane with an estimated capacity of 9,500 vehicles per day, but actual experiences of vehicles per day from 11,000 to 14,000. It was noted that improving the facility to a four-lane divided boulevard would address the future capacity issues. Also, the facility experienced a crash rate higher than that of the state average. Adding additional lanes and constructing a median may help to lower the crash rate. No information or recommendations was provided for Airport Road.

Since submittal of the 15 projects last year, NCDOT scored the projects along with projects from the other 3 counties in the Triangle Area Rural Planning Organization (TARPO): Orange, Chatham, and Moore counties. Projects were scored at the Division level, the Regional level if applicable, and the State level if applicable. The NC 78/Tramway Road project scored a 25.77 out of a possible 50 points at the Division level and a 33.24 out of a possible 70 points at the Regional level; it was not deemed to be a State level project.

Following the release of NCDOT's project scores, TARPO staff worked with each county to develop a ranked top ten list of priority projects within that county. Based upon this information and how we ranked amongst the other county projects, Lee County was allowed to rank and put local points on 10 local projects in the spring of 2016. The NC 78/Tramway Road project was ranked 5th and given 60 local points.

TARPO staff then used the county-level rankings as well as other data to score each project in accordance with the TARPO Prioritization Policy. Based on that policy, a draft list of proposed point assignments for the TARPO region was developed and was presented at a series of public meetings in each county. TARPO was permitted to assign 1400 points in the Regional category and 1400 points in the Division category. As a result

of its high ranking in the regional category, the NC 78/Tramway Road project was assigned an additional 100 points at the regional level.

At this point in time, we are awaiting NCDOT's statewide release of list of projects that will receive actual Regional Impact funding. In August/September 2016 TARPO will assign its 1400 points in the Divisional category. Finally, in December 2016 NCDOT will release its Draft STIP for public review and comment. It is expected that final approval by the Board of Transportation will take approximately six months and be adopted by June 2017. Typically the construction date of any project that is funded is at least five to ten years out from the date of final approval by the Board of Transportation.

Based on this information, it appears that there is a consensus and acknowledgement that NC 78/Tramway Road has a high volume of vehicular traffic and should be widened to better accommodate the ever increasing traffic levels; however, with possible final approval for this project by the Board of Transportation in June of 2017 at the earliest and with the construction date of any project that is funded being typically at least five to ten years out from the date of final approval, this project may begin by the year 2022 at the earliest (which is 6 years out).

- Policy for the Installation of Improvements: The board inquired if there were funds available for improvements that are simply requested by a local board. Staff confirmed that there are not funds available for improvements that are simply requested by a local board. In the past, there was money for sidewalk installation, etc. that municipalities could request. At this time, improvements are made either via requesting fund through the State Transportation Improvement Program (STIP), which is what our Long Range / Transportation Planner does, or are made due to a safety need, based on accident reports and issues within a given area.
- Turn-Lane Information: The board requested additional information regarding the right turn lane off of NC 87/Tramway Road that would be required at full build out or Phase 3 of this project. Staff verified that NCDOT would allow the right turn lane to be installed during Phase 1 or Phase 2, but would require it as part of Phase 3. Given that the phasing of this project is market driven, the turn lane may or may not ultimately be installed. Also, if the design changes, this could impact the required improvements.

A typical turn lane is 11ft wide with the length determined by the volume of traffic generated by the project and the volume of traffic on NC 78/Tramway Road. A 2ft paved shoulder may also be included with the turn lane to make it an average of 13ft wide. The right-of-way along Tramway Road in this area is 100ft with the pavement of the roadway being approximately 36ft in width with two traffic lanes and a striped center lane (meaning no traffic in this area) from the Airport Road intersection, back toward the schools for 140ft±, which then transitions into a center turn lane.

There is approximately 32ft± of right-of-way in which to construct the turn lane. In this area, there is a street sign for Airport Road, a directional sign for the Emergency Services Training Center and guy wires for an electric pole that would need to be relocated. There is also a storm drain that should either be incorporated into the design or relocated. At this intersection, there is also an electric pole with overhead electric line and fire hydrant that are typically located at the edge of the right-of-way. With 13ft± of turn lane in a 32ft±

right-of-way, that should leave a 19ft± area to accommodate these items; however, there is no way to verify what is where until the traffic lane is designed and the existing conditions surveyed. The developer would bear the burden of the construction of the turn-lane, including any relocation of existing utilities. The project civil engineer would need to provide a cost estimate for the turn lane, which per NCDOT typically cost around \$75,000.00.

At a prior board meeting, the project designer (Joseph Klimek, Architect) verbally indicated that Phase 1 of this project has the potential for 5 employees and 44 players, with perhaps a total of approximately 70 people including spectators. The exact number of vehicle trips per day that this project would create for each phase or upon full build out is undetermined. It is possible that a Traffic Impact Analysis would be able to provide this information, but this is type of study is required by NCDOT when warranted, not by the UDO.

- Airport Road (SR1213) Information:
Airport Road is an unlined short dead end road off of Tramway Road with a 60ft right-of-way width and a 20ft ± pavement width. NCDOT maintains approximately 0.13 miles of the road per a 2011 NCDOT Road Maintenance Unit – Mapping Section map on file with our department. Any development proposed beyond the NCDOT maintained area may require a roadway extension for which the developer would bear the burden of the construction. Per the TRC review comments, NCDOT is not requiring improvements to Airport Road for this project.
- Accident Reports: The board was interested in any data for accidents in this area. NCDOT requested the accident data from the Raleigh office and it is attached to this memo for your reference. The NCDOT Traffic Engineering Accident Analysis System Strip Analysis Report contains information from June 1, 2011 to May 31, 2016 for the section of NC 78/Tramway Road from Hickory House Road (SR1157) to Lemon Springs Road (SR1001). The Summary Statistics on pages 15-19 of the accident report summarize the information contained in the Report Details on pages 1-14, so you may want to reference this information first. There is a Legend on page 14 of the accident report which helps explain the information contained with the Report Details.

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
Unit 2 : 1		Alchl/Drugs: 0	Speed: 0 MPH	Dir: E		Veh Mnvr/Ped Actn: 1				Obj Strk:						
Unit 3 : 2		Alchl/Drugs: 0	Speed: 0 MPH	Dir: E		Veh Mnvr/Ped Actn: 1				Obj Strk:						
10	103890158	1.812	10/31/2013 07:53	REAR END, SLOW OR STOP	\$ 9000	0	0	0	0	1	1	2	1	0	0	
Unit 1 : 1		Alchl/Drugs: 0	Speed: 40 MPH	Dir: E		Veh Mnvr/Ped Actn: 11				Obj Strk:						
Unit 2 : 2		Alchl/Drugs: 0	Speed: 0 MPH	Dir: E		Veh Mnvr/Ped Actn: 1				Obj Strk:						
Unit 3 : 1		Alchl/Drugs: 0	Speed: 0 MPH	Dir: E		Veh Mnvr/Ped Actn: 1				Obj Strk:						
11	104617299	1.812	01/12/2016 16:28	REAR END, SLOW OR STOP	\$ 5000	0	0	0	0	1	1	1	1	0	0	
Unit 1 : 1		Alchl/Drugs: 0	Speed: 45 MPH	Dir: E		Veh Mnvr/Ped Actn: 11				Obj Strk:						
Unit 2 : 1		Alchl/Drugs: 0	Speed: 0 MPH	Dir: E		Veh Mnvr/Ped Actn: 1				Obj Strk:						
12	103946430	1.888	01/08/2014 07:50	REAR END, SLOW OR STOP	\$ 2300	0	0	0	0	1	1	1	1	0	3 1	
Unit 1 : 1		Alchl/Drugs: 0	Speed: 5 MPH	Dir: E		Veh Mnvr/Ped Actn: 1				Obj Strk:						
Unit 2 : 4		Alchl/Drugs: 0	Speed: 15 MPH	Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
13	104431815	1.893	06/17/2015 16:08	REAR END, SLOW OR STOP	\$ 6500	0	0	0	0	1	1	1	3	0	13 1	
Unit 1 : 1		Alchl/Drugs: 0	Speed: 45 MPH	Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit 2 : 1		Alchl/Drugs: 0	Speed: 0 MPH	Dir: E		Veh Mnvr/Ped Actn: 1				Obj Strk:						
Unit 3 : 1		Alchl/Drugs: 7	Speed: 0 MPH	Dir: E		Veh Mnvr/Ped Actn: 1				Obj Strk:						
Unit 4 : 2		Alchl/Drugs: 0	Speed: 0 MPH	Dir: E		Veh Mnvr/Ped Actn: 1				Obj Strk:						
14	104096806	1.894	06/21/2014 12:20	REAR END, SLOW OR STOP	\$ 3500	0	0	0	0	1	1	1	1	0	0	
Unit 1 : 1		Alchl/Drugs: 0	Speed: 20 MPH	Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit 2 : 1		Alchl/Drugs: 0	Speed: 20 MPH	Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
15	103208046	1.912	07/23/2011 02:05	OVERTURN/ROLLOVER	\$ 5000	0	0	1	1	1	5	1	1	0	3 1	
Unit 1 : 1		Alchl/Drugs: 0	Speed: 60 MPH	Dir: W		Veh Mnvr/Ped Actn: 7				Obj Strk:						
16	103321112	1.912	12/01/2011 16:52	REAR END, SLOW OR STOP	\$ 3300	0	0	0	2	1	1	1	1	0	3 1	
Unit 1 : 1		Alchl/Drugs: 0	Speed: 15 MPH	Dir: W		Veh Mnvr/Ped Actn: 11				Obj Strk:						
Unit 2 : 4		Alchl/Drugs: 0	Speed: 0 MPH	Dir: W		Veh Mnvr/Ped Actn: 1				Obj Strk:						
17	103328669	1.912	12/09/2011 07:10	RIGHT TURN, DIFFERENT ROADWAYS	\$ 2000	0	0	0	0	1	1	1	1	0	3 1	
Unit 1 : 4		Alchl/Drugs: 0	Speed: 20 MPH	Dir: E		Veh Mnvr/Ped Actn: 7				Obj Strk:						
Unit 2 : 2		Alchl/Drugs: 0	Speed: 45 MPH	Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk: 58						

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
18	103425900	1.912	04/08/2012 13:48	LEFT TURN, DIFFERENT ROADWAYS	\$ 6800	0	0	1	2	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drugs: 0	Speed: 50 MPH	Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 4	Alchl/Drugs: 0	Speed: 20 MPH	Dir: E		Veh Mnvr/Ped Actn: 8				Obj Strk:						
19	103497250	1.912	07/12/2012 20:13	LEFT TURN, DIFFERENT ROADWAYS	\$ 4200	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs: 0	Speed: 45 MPH	Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drugs: 0	Speed: 15 MPH	Dir: S		Veh Mnvr/Ped Actn: 8				Obj Strk:						
20	103499254	1.912	07/12/2012 20:14	PEDESTRIAN	\$ 0	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs: 0	Speed: 0 MPH	Dir: W		Veh Mnvr/Ped Actn: 1				Obj Strk: 14						
Unit	2 : 24	Alchl/Drugs: 0	Speed: 0 MPH	Dir:		Veh Mnvr/Ped Actn:				Obj Strk: 14						
21	103600236	1.912	10/25/2012 15:19	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	1	1	1	0	12	1
Unit	1 : 4	Alchl/Drugs: 0	Speed: 0 MPH	Dir: N		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 2	Alchl/Drugs: 0	Speed: 0 MPH	Dir: N		Veh Mnvr/Ped Actn: 1				Obj Strk:						
22	103645161	1.912	01/03/2013 11:47	REAR END, SLOW OR STOP	\$ 1900	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 5	Alchl/Drugs: 0	Speed: 45 MPH	Dir: W		Veh Mnvr/Ped Actn: 11				Obj Strk:						
Unit	2 : 5	Alchl/Drugs: 0	Speed: 45 MPH	Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
23	103685010	1.912	02/21/2013 16:05	REAR END, SLOW OR STOP	\$ 700	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drugs: 0	Speed: 10 MPH	Dir: W		Veh Mnvr/Ped Actn: 11				Obj Strk:						
Unit	2 : 1	Alchl/Drugs: 0	Speed: 0 MPH	Dir: W		Veh Mnvr/Ped Actn: 1				Obj Strk:						
24	103712520	1.912	03/26/2013 10:32	ANGLE	\$ 6400	0	0	0	2	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs: 3	Speed: 45 MPH	Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drugs: 0	Speed: 0 MPH	Dir: E		Veh Mnvr/Ped Actn: 1				Obj Strk:						
25	103725143	1.912	04/13/2013 18:35	LEFT TURN, DIFFERENT ROADWAYS	\$ 1250	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs: 0	Speed: 45 MPH	Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drugs: 0	Speed: 0 MPH	Dir: SE		Veh Mnvr/Ped Actn: 8				Obj Strk:						
26	103739626	1.912	04/30/2013 10:33	ANGLE	\$ 15100	0	0	1	1	2	1	2	1	0	3	1
Unit	1 : 1	Alchl/Drugs: 0	Speed: 10 MPH	Dir: S		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 31	Alchl/Drugs: 0	Speed: 60 MPH	Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk: 64						

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
27	104294874	1.912	02/10/2015 07:44	LEFT TURN, SAME ROADWAY	\$ 1750	0	0	0	1	2	1	2	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				8	Obj Strk:					
28	104372809	1.912	05/01/2015 14:30	LEFT TURN, DIFFERENT ROADWAYS	\$ 5000	0	0	0	1	2	1	2	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 25 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: S		Veh Mnvr/Ped Actn:				8	Obj Strk:					
29	104590650	1.912	12/16/2015 16:53	REAR END, SLOW OR STOP	\$ 3000	0	0	0	0	1	2	1	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 14	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				1	Obj Strk:					
30	104679663	1.912	03/19/2016 18:50	LEFT TURN, DIFFERENT ROADWAYS	\$ 8000	0	0	0	2	1	1	2	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 55 MPH Dir: E		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 55 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
31	104729296	1.912	05/09/2016 17:48	LEFT TURN, SAME ROADWAY	\$ 4500	0	0	0	1	1	1	2	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	7	Speed: 45 MPH Dir: S		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 15 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
32	104226816	1.921	11/29/2014 16:54	REAR END, SLOW OR STOP	\$ 2700	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
33	104005517	1.922	03/17/2014 15:49	REAR END, SLOW OR STOP	\$ 8000	0	0	0	0	2	1	3	1	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
34	104607887	1.922	01/06/2016 15:22	REAR END, SLOW OR STOP	\$ 2200	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
35	104038435	1.927	04/21/2014 13:38	REAR END, SLOW OR STOP	\$ 7500	0	0	0	1	1	1	1	1	0	13	1
Unit	1 : 12	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
36	104237329	1.935	12/08/2014 21:47	REAR END, SLOW OR STOP	\$ 4500	0	0	0	2	2	5	3	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
37	103427954	1.952	04/17/2012 15:34	REAR END, SLOW OR STOP	\$ 2500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
38	104682189	1.965	03/22/2016 19:20	FIXED OBJECT	\$ 5000	0	0	0	1	1	2	1	1	0	13	1
Unit	1 : 2	Alchl/Drugs:	1	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk: 58					
39	103289853	2.012	10/28/2011 13:23	RIGHT TURN, SAME ROADWAY	\$ 2500	0	0	0	3	1	1	2	3	0	13	1
Unit	1 : 2	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				7	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
40	103347164	2.012	01/06/2012 19:50	ANIMAL	\$ 950	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 4	Alchl/Drugs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk: 17					
41	104185616	2.012	10/17/2014 15:39	REAR END, SLOW OR STOP	\$ 300	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
42	104705771	2.012	04/14/2016 16:06	REAR END, SLOW OR STOP	\$ 7000	0	0	0	2	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: NE	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	45 MPH Dir: NE	Veh Mnvr/Ped Actn:				11	Obj Strk:					
43	103508049	2.062	07/29/2012 10:41	REAR END, SLOW OR STOP	\$ 9000	0	0	1	8	1	1	1	3	0	0	
Unit	1 : 5	Alchl/Drugs:	0	Speed:	50 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk: 58					
44	104603345	2.062	01/02/2016 23:49	ANIMAL	\$ 4000	0	0	0	0	1	5	1	1	0		
Unit	1 : 4	Alchl/Drugs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk: 17					
45	104495909	2.076	08/20/2015 21:57	FIXED OBJECT	\$ 3100	0	0	0	2	1	5	1	3	0	13	1
Unit	1 : 2	Alchl/Drugs:	1	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk: 60					

**North Carolina Department of Transportation
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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
46	104370872	2.212	05/02/2015 22:16	FIXED OBJECT	\$ 18000	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 2	Alchl/Drugs:	1	Speed:	60 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:	58		
Unit	2 : 1	Alchl/Drugs:	7	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				2	Obj Strk:	20		
47	104421462	2.212	06/28/2015 17:10	REAR END, TURN	\$ 13000	0	0	0	1	1	1	1	1	0	13 1	
Unit	1 : 1	Alchl/Drugs:	0	Speed:	5 MPH	Dir:	E	Veh Mnvr/Ped Actn:				7	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	15 MPH	Dir:	E	Veh Mnvr/Ped Actn:				11	Obj Strk:			
Unit	3 : 4	Alchl/Drugs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
48	104629673	2.222	01/29/2016 19:00	REAR END, SLOW OR STOP	\$ 600	0	0	0	1	1	5	1	1	0	3 1	
Unit	1 : 4	Alchl/Drugs:	0	Speed:	40 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:			
49	104735490	2.262	05/10/2016 15:12	REAR END, SLOW OR STOP	\$ 8900	0	0	0	1	1	1	1	1	0	0	
Unit	1 : 4	Alchl/Drugs:	0	Speed:	40 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 2	Alchl/Drugs:	0	Speed:	40 MPH	Dir:	E	Veh Mnvr/Ped Actn:				11	Obj Strk:			
Unit	3 : 1	Alchl/Drugs:	0	Speed:	40 MPH	Dir:	E	Veh Mnvr/Ped Actn:				11	Obj Strk:			
50	104731523	2.262	05/10/2016 15:13	REAR END, SLOW OR STOP	\$ 2800	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drugs:	0	Speed:	35 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 4	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
51	103464683	2.285	06/01/2012 08:36	FIXED OBJECT	\$ 1250	0	0	0	0	1	1	2	1	0	0	
Unit	1 : 1	Alchl/Drugs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:	60		
52	103856540	2.312	09/24/2013 07:45	REAR END, SLOW OR STOP	\$ 4700	0	0	0	1	1	1	1	1	0	0	
Unit	1 : 20	Alchl/Drugs:	0	Speed:	40 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	35 MPH	Dir:	E	Veh Mnvr/Ped Actn:				11	Obj Strk:			
53	103704314	2.322	02/16/2013 22:06	FIXED OBJECT	\$ 3500	0	0	0	0	4	5	2	3	0	13 1	
Unit	1 : 1	Alchl/Drugs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:	42		
54	103924935	2.329	12/10/2013 13:40	LEFT TURN, SAME ROADWAY	\$ 2700	0	0	0	0	2	1	1	1	0	0	
Unit	1 : 1	Alchl/Drugs:	0	Speed:	40 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				8	Obj Strk:			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
55	103348937	2.331	01/06/2012 15:43	REAR END, SLOW OR STOP	\$ 4500	0	0	0	0	1	1	1	3	0	0	
Unit	1 : 1	Alch/Drugs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alch/Drugs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					

56	104038608	2.332	04/19/2014 14:46	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	2	1	3	1	0	13	1
Unit	1 : 1	Alch/Drugs:	7	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alch/Drugs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					

57	104323848	2.362	03/17/2015 15:56	REAR END, SLOW OR STOP	\$ 7900	0	0	0	1	1	1	1	3	0	0	
Unit	1 : 2	Alch/Drugs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alch/Drugs:	0	Speed: 30 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					

58	104666871	2.412	03/04/2016 15:17	REAR END, SLOW OR STOP	\$ 3200	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alch/Drugs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alch/Drugs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 2	Alch/Drugs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					

59	104250851	2.422	12/18/2014 17:03	REAR END, SLOW OR STOP	\$ 5500	0	0	0	0	1	2	1	1	0	13	1
Unit	1 : 1	Alch/Drugs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alch/Drugs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					

60	103839922	2.512	09/03/2013 17:10	REAR END, SLOW OR STOP	\$ 1800	0	0	0	0	1	1	2	1	0	3	1
Unit	1 : 1	Alch/Drugs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 4	Alch/Drugs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					

61	104617292	2.512	01/15/2016 18:53	REAR END, SLOW OR STOP	\$ 6000	0	0	0	0	2	5	3	1	0	13	1
Unit	1 : 1	Alch/Drugs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alch/Drugs:	0	Speed: 25 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					

62	103230981	2.522	08/18/2011 21:34	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	5	1	3	0	0	
Unit	1 : 4	Alch/Drugs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 32	Alch/Drugs:	7	Speed: 55 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					

63	103583793	2.522	10/24/2012 11:32	REAR END, SLOW OR STOP	\$ 900	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alch/Drugs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 5	Alch/Drugs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
64	104258814	2.522	12/27/2014 22:45	FIXED OBJECT	\$ 8000	0	0	1	3	1	4	1	3	0	0	
Unit	1 : 2	Alchl/Drugs: 2	Speed: 65 MPH	Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk: 64						
65	104185589	2.562	10/17/2014 06:30	REAR END, SLOW OR STOP	\$ 5500	0	0	0	0	1	5	1	3	0	0	
Unit	1 : 1	Alchl/Drugs: 0	Speed: 0 MPH	Dir: E		Veh Mnvr/Ped Actn: 1				Obj Strk:						
Unit	2 : 1	Alchl/Drugs: 0	Speed: 30 MPH	Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
66	104106432	2.580	07/20/2014 17:03	REAR END, SLOW OR STOP	\$ 7200	0	0	0	2	1	1	2	1	0		
Unit	1 : 1	Alchl/Drugs: 0	Speed: 45 MPH	Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 2	Alchl/Drugs: 0	Speed: 45 MPH	Dir: W		Veh Mnvr/Ped Actn: 11				Obj Strk:						
67	103366319	2.612	01/31/2012 12:48	SIDESWIPE, SAME DIRECTION	\$ 4000	0	0	0	2	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drugs: 0	Speed: 45 MPH	Dir: W		Veh Mnvr/Ped Actn: 7				Obj Strk:						
Unit	2 : 1	Alchl/Drugs: 0	Speed: 45 MPH	Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	3 : 24	Alchl/Drugs: 0	Speed: 0 MPH	Dir:		Veh Mnvr/Ped Actn:				Obj Strk:						
68	103535244	2.622	08/31/2012 15:17	REAR END, SLOW OR STOP	\$ 450	0	0	0	0	1	1	1	4	0	0	
Unit	1 : 1	Alchl/Drugs: 0	Speed: 40 MPH	Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 4	Alchl/Drugs: 0	Speed: 40 MPH	Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
69	103704311	2.622	02/26/2013 11:33	LEFT TURN, SAME ROADWAY	\$ 8500	0	0	0	5	2	1	3	3	0	13	1
Unit	1 : 1	Alchl/Drugs: 0	Speed: 45 MPH	Dir: E		Veh Mnvr/Ped Actn: 8				Obj Strk:						
Unit	2 : 5	Alchl/Drugs: 0	Speed: 45 MPH	Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
70	103979973	2.622	02/17/2014 18:51	SIDESWIPE, OPPOSITE DIRECTION	\$ 6000	0	0	0	1	1	2	1	1	0	0	
Unit	1 : 1	Alchl/Drugs: 0	Speed: 45 MPH	Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drugs: 0	Speed: 40 MPH	Dir: W		Veh Mnvr/Ped Actn: 6				Obj Strk:						
71	104066297	2.622	05/22/2014 15:24	REAR END, SLOW OR STOP	\$ 800	0	0	0	1	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drugs: 0	Speed: 0 MPH	Dir: W		Veh Mnvr/Ped Actn: 1				Obj Strk:						
Unit	2 : 4	Alchl/Drugs: 0	Speed: 40 MPH	Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
72	103563884	2.686	10/06/2012 05:15	SIDESWIPE, SAME DIRECTION	\$ 1100	0	0	0	0	1	5	1	3	0	0	
Unit	1 : 1	Alchl/Drugs: 1	Speed: 20 MPH	Dir: W		Veh Mnvr/Ped Actn: 5				Obj Strk:						
Unit	2 : 4	Alchl/Drugs: 0	Speed: 45 MPH	Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
73	103817241	2.708	08/05/2013 14:40	REAR END, SLOW OR STOP	\$ 300	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 3	Alchl/Drugs: 0	Speed: 0 MPH	Dir: E		Veh Mnvr/Ped Actn: 1				Obj Strk:						
Unit	2 : 1	Alchl/Drugs: 1	Speed: 15 MPH	Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
74	103341043	2.718	12/29/2011 17:14	REAR END, SLOW OR STOP	\$ 1250	0	0	0	1	1	4	1	3	0	3	1
Unit	1 : 4	Alchl/Drugs: 0	Speed: 45 MPH	Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 4	Alchl/Drugs: 0	Speed: 45 MPH	Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
75	103372769	2.722	02/08/2012 16:33	LEFT TURN, DIFFERENT ROADWAYS	\$ 2500	0	0	0	1	1	1	2	1	0	3	1
Unit	1 : 4	Alchl/Drugs: 0	Speed: 45 MPH	Dir: N		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drugs: 0	Speed: 45 MPH	Dir: N		Veh Mnvr/Ped Actn: 8				Obj Strk:						
76	103464656	2.722	05/26/2012 14:53	ANGLE	\$ 5300	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 2	Alchl/Drugs: 0	Speed: 45 MPH	Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drugs: 0	Speed: 35 MPH	Dir: N		Veh Mnvr/Ped Actn: 4				Obj Strk:						
77	103486971	2.722	06/27/2012 08:15	LEFT TURN, DIFFERENT ROADWAYS	\$ 7500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 10	Alchl/Drugs: 0	Speed: 30 MPH	Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 4	Alchl/Drugs: 0	Speed: 10 MPH	Dir: N		Veh Mnvr/Ped Actn: 8				Obj Strk:						
78	103562054	2.722	09/22/2012 15:34	REAR END, SLOW OR STOP	\$ 20	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs: 0	Speed: 35 MPH	Dir: S		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drugs: 0	Speed: 35 MPH	Dir: S		Veh Mnvr/Ped Actn: 4				Obj Strk:						
79	103704285	2.722	02/19/2013 15:06	ANGLE	\$ 2000	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drugs: 0	Speed: 45 MPH	Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drugs: 0	Speed: 40 MPH	Dir: S		Veh Mnvr/Ped Actn: 4				Obj Strk:						
80	103869026	2.722	10/09/2013 12:55	REAR END, SLOW OR STOP	\$ 3800	0	0	0	1	1	1	2	3	0	3	1
Unit	1 : 1	Alchl/Drugs: 0	Speed: 45 MPH	Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 4	Alchl/Drugs: 0	Speed: 0 MPH	Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
81	103893881	2.722	10/14/2013 06:44	LEFT TURN, SAME ROADWAY	\$ 1800	0	0	0	2	2	5	3	1	0	3	1
Unit	1 : 1	Alchl/Drugs: 0	Speed: 35 MPH	Dir: S		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drugs: 0	Speed: 0 MPH	Dir: N		Veh Mnvr/Ped Actn: 8				Obj Strk:						

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
82	103961402	2.722	01/22/2014 11:29	ANGLE	\$ 12000	0	0	2	0	1	1	1	1	0	3	1
Unit	1 : 5	Alchl/Drugs:	0	Speed:	45 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
83	103966482	2.722	01/30/2014 18:13	REAR END, SLOW OR STOP	\$ 1700	0	0	0	0	1	5	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
84	104362313	2.722	04/27/2015 07:56	LEFT TURN, DIFFERENT ROADWAYS	\$ 4500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	20 MPH Dir: N	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
85	104387659	2.722	05/26/2015 06:38	LEFT TURN, DIFFERENT ROADWAYS	\$ 2500	0	0	0	2	1	1	1	3	0	3	1
Unit	1 : 2	Alchl/Drugs:	0	Speed:	45 MPH Dir: N	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				8	Obj Strk:					
86	104481536	2.722	09/08/2015 06:09	LEFT TURN, DIFFERENT ROADWAYS	\$ 11000	0	0	0	2	1	1	5	3	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	45 MPH Dir: N	Veh Mnvr/Ped Actn:				8	Obj Strk:					
87	104643755	2.722	02/12/2016 17:55	LEFT TURN, SAME ROADWAY	\$ 8200	0	0	0	2	1	2	2	3	0	3	1
Unit	1 : 17	Alchl/Drugs:	0	Speed:	20 MPH Dir: W	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
88	104263995	2.731	11/14/2014 17:22	REAR END, SLOW OR STOP	\$ 800	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				12	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
89	103749914	2.737	05/14/2013 12:10	REAR END, SLOW OR STOP	\$ 1300	0	0	0	0	1	1	1	3	0	0	
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	15 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
90	103414780	2.739	03/30/2012 15:53	REAR END, SLOW OR STOP	\$ 5600	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 4	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
91	103431157	2.739	04/21/2012 14:46	REAR END, SLOW OR STOP	\$ 5500	0	0	0	1	1	1	2	1	0	13	1
Unit	1 : 4	Alchl/Drugs: 0	Speed: 45 MPH	Dir: E		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drugs: 0	Speed: 45 MPH	Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
92	103241027	2.756	08/30/2011 16:32	REAR END, SLOW OR STOP	\$ 3500	0	0	0	2	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drugs: 0	Speed: 45 MPH	Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs: 0	Speed: 15 MPH	Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
93	104461718	2.757	08/15/2015 21:50	LEFT TURN, SAME ROADWAY	\$ 2500	0	0	0	0	1	4	1	1	0	0	
Unit	1 : 1	Alchl/Drugs: 1	Speed: 5 MPH	Dir: E		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 4	Alchl/Drugs: 0	Speed: 20 MPH	Dir: W		Veh Mnvr/Ped Actn:				5	Obj Strk:					
94	104185539	2.760	10/09/2014 06:59	REAR END, SLOW OR STOP	\$ 1200	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 4	Alchl/Drugs: 0	Speed: 0 MPH	Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 20	Alchl/Drugs: 0	Speed: 45 MPH	Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
95	104323223	2.761	03/11/2015 14:47	REAR END, SLOW OR STOP	\$ 5000	0	0	1	1	1	1	2	3	0	13	1
Unit	1 : 1	Alchl/Drugs: 0	Speed: 45 MPH	Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs: 0	Speed: 0 MPH	Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
96	103348925	2.769	12/31/2011 13:05	REAR END, SLOW OR STOP	\$ 1000	0	0	0	1	1	1	1	3	0	13	1
Unit	1 : 4	Alchl/Drugs: 0	Speed: 40 MPH	Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs: 0	Speed: 45 MPH	Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
97	103536322	2.769	08/21/2012 15:53	REAR END, SLOW OR STOP	\$ 4000	0	0	0	0	1	1	1	1	0	0	2
Unit	1 : 1	Alchl/Drugs: 0	Speed: 25 MPH	Dir: E		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drugs: 0	Speed: 25 MPH	Dir: E		Veh Mnvr/Ped Actn:				11	Obj Strk:					
98	104594817	2.779	11/20/2015 07:32	REAR END, SLOW OR STOP	\$ 6500	0	0	0	1	1	1	1	3	0		
Unit	1 : 1	Alchl/Drugs: 0	Speed: 45 MPH	Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs: 0	Speed: 0 MPH	Dir: W		Veh Mnvr/Ped Actn:				1	Obj Strk:					
99	104426747	2.819	07/03/2015 20:03	REAR END, TURN	\$ 1800	0	0	1	2	2	2	3	1	0	13	1
Unit	1 : 1	Alchl/Drugs: 0	Speed: 40 MPH	Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 5	Alchl/Drugs: 0	Speed: 45 MPH	Dir: W		Veh Mnvr/Ped Actn:				7	Obj Strk:					

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
100	103528255	2.822	08/17/2012 14:17	REAR END, SLOW OR STOP	\$ 13000	0	0	0	8	1	1	1	3	0	0	
Unit	1 : 5	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	4 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
101	104374636	2.822	05/10/2015 17:47	FIXED OBJECT	\$ 1650	0	0	0	1	2	1	2	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:		58			
102	103719832	2.917	03/30/2013 01:49	FIXED OBJECT	\$ 6000	2	0	1	0	1	5	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	1	Speed: 90 MPH Dir: SW		Veh Mnvr/Ped Actn:				4	Obj Strk:		64			
103	104281582	2.922	01/29/2015 18:45	ANIMAL	\$ 1500	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
104	104208453	2.953	11/07/2014 19:11	ANIMAL	\$ 2000	0	0	0	0	1	5	1		0		
Unit	1 : 31	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
105	103527590	3.072	08/12/2012 13:11	OVERTURN/ROLLOVER	\$ 2500	0	0	1	0	1	1	1	3	0	0	
Unit	1 : 20	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
106	104199522	3.072	10/22/2014 09:51	ANIMAL	\$ 1200	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
107	104139959	3.172	08/30/2014 04:45	FIXED OBJECT	\$ 8500	0	0	1	0	1	5	5	1	0	0	
Unit	1 : 4	Alchl/Drgs:	2	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:		58			
108	103559177	3.419	09/19/2012 10:05	RAN OFF ROAD - RIGHT	\$ 1000	0	0	0	1	2	1	3	2	0		3
Unit	1 : 32	Alchl/Drgs:	7	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed: 2 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					
109	103588656	3.462	10/30/2012 08:25	OVERTURN/ROLLOVER	\$ 900	0	0	0	0	1	1	2	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:		58			
110	104271886	3.462	12/29/2014 18:50	RIGHT TURN, SAME ROADWAY	\$ 3000	0	0	0	1	2	2	2	1	0		2
Unit	1 : 4	Alchl/Drgs:	0	Speed: 15 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed: 20 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
111	104319334	3.466	02/27/2015 11:08	REAR END, SLOW OR STOP	\$ 10000	0	0	0	0	1	1	1	1	0		
Unit	1 : 4	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
112	103817927	3.498	07/13/2013 15:56	REAR END, SLOW OR STOP	\$ 4000	0	0	0	0	2	1	3	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				1	Obj Strk:					
113	103417310	3.550	03/21/2012 18:26	HEAD ON	\$ 12000	0	0	2	3	1	1	1	1	0	1	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 15 MPH Dir: S		Veh Mnvr/Ped Actn:				8	Obj Strk:					
114	103971241	3.555	01/09/2014 17:39	ANGLE	\$ 8000	0	0	0	0	1	2	1	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: S		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
115	103944318	3.600	11/21/2013 13:32	REAR END, SLOW OR STOP	\$ 3000	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
116	103400284	3.612	02/27/2012 16:07	REAR END, SLOW OR STOP	\$ 4000	0	0	0	0	2	1	3	1	0		
Unit	1 : 2	Alchl/Drgs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					
117	104125752	3.653	07/11/2014 17:14	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 15 MPH Dir: W		Veh Mnvr/Ped Actn:				12	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 15 MPH Dir: W		Veh Mnvr/Ped Actn:				12	Obj Strk:					
118	104329240	3.658	03/10/2015 15:28	REAR END, SLOW OR STOP	\$ 1100	0	0	0	0	1	1	2	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed: 10 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
119	103529096	3.662	08/08/2012 22:45	ANGLE	\$ 1000	0	0	0	0	2	4	1	1	0	3	1
Unit	1 : 32	Alchl/Drgs:	7	Speed: 35 MPH Dir: S		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op

Legend for Report Details:

- Acc No - Accident Number
- Injuries: F - Fatal, A - Class A, B - Class B, C - Class C
- Condition: R - Road Surface, L - Ambient Light, W - Weather
- Rd Ch - Road Character
- Rd Ci - Roadway Contributing Circumstances
- Trfc Ctl - Traffic Control: Dv - Device, Op - Operating
- Alch/Drgs - Alcohol Drugs Suspected
- Veh Mnvr/Ped Actn - Vehicle Maneuver/Pedestrian Action
- Obj Strk - Object Struck

North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report

Summary Statistics

High Level Crash Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	119	100.00
Fatal Crashes	1	0.84
Non-Fatal Injury Crashes	53	44.54
Total Injury Crashes	54	45.38
Property Damage Only Crashes	65	54.62
Night Crashes	25	21.01
Wet Crashes	19	15.97
Alcohol/Drugs Involvement Crashes	10	8.40

Crash Severity Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	119	100.00
Fatal Crashes	1	0.84
Class A Crashes	0	0.00
Class B Crashes	13	10.92
Class C Crashes	40	33.61
Property Damage Only Crashes	65	54.62

Vehicle Exposure Statistics

Annual ADT = 13313

Total Length = 2.07 (Miles)

3.331 (Kilometers)

Total Vehicle Exposure = 50.35 (MVMT)

81.03 (MVKMT)

Crash Rate	Crashes Per 100 Million Vehicle Miles	Crashes Per 100 Million Vehicle Kilometers
Total Crash Rate	236.35	146.86
Fatal Crash Rate	1.99	1.23
Non Fatal Crash Rate	105.27	65.41
Night Crash Rate	49.65	30.85
Wet Crash Rate	37.74	23.45
EPDO Rate	1165.88	724.44

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Miscellaneous Statistics

Severity Index =	4.93
EPDO Crash Index =	587.00
Estimated Property Damage Total = \$	513120.00

Accident Type Summary

Accident Type	Number of Crashes	Percent of Total
ANGLE	7	5.88
ANIMAL	6	5.04
FIXED OBJECT	11	9.24
HEAD ON	1	0.84
LEFT TURN, DIFFERENT ROADWAYS	12	10.08
LEFT TURN, SAME ROADWAY	7	5.88
MOVABLE OBJECT	1	0.84
OVERTURN/ROLLOVER	3	2.52
PEDESTRIAN	1	0.84
RAN OFF ROAD - RIGHT	1	0.84
REAR END, SLOW OR STOP	61	51.26
REAR END, TURN	2	1.68
RIGHT TURN, DIFFERENT ROADWAYS	1	0.84
RIGHT TURN, SAME ROADWAY	2	1.68
SIDESWIPE, OPPOSITE DIRECTION	1	0.84
SIDESWIPE, SAME DIRECTION	2	1.68

Injury Summary

Injury Type	Number of Injuries	Percent of Total
Fatal Injuries	2	1.90
Class A Injuries	0	0.00
Class B Injuries	16	15.24
Class C Injuries	87	82.86
Total Non-Fatal Injuries	103	98.10
Total Injuries	105	100.00

North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report

Monthly Summary

<u>Month</u>	<u>Number of Crashes</u>	<u>Percent of Total</u>
Jan	14	11.76
Feb	10	8.40
Mar	13	10.92
Apr	11	9.24
May	10	8.40
Jun	6	5.04
Jul	8	6.72
Aug	11	9.24
Sep	6	5.04
Oct	13	10.92
Nov	7	5.88
Dec	10	8.40

Daily Summary

<u>Day</u>	<u>Number of Crashes</u>	<u>Percent of Total</u>
Mon	11	9.24
Tue	23	19.33
Wed	15	12.61
Thu	19	15.97
Fri	24	20.17
Sat	20	16.81
Sun	7	5.88

North Carolina Department of Transportation
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Hourly Summary

Hour	Number of Crashes	Percent of Total
0000-0059	1	0.84
0100-0159	1	0.84
0200-0259	1	0.84
0300-0359	0	0.00
0400-0459	2	1.68
0500-0559	1	0.84
0600-0659	5	4.20
0700-0759	10	8.40
0800-0859	5	4.20
0900-0959	1	0.84
1000-1059	4	3.36
1100-1159	5	4.20
1200-1259	4	3.36
1300-1359	7	5.88
1400-1459	7	5.88
1500-1559	18	15.13
1600-1659	11	9.24
1700-1759	11	9.24
1800-1859	8	6.72
1900-1959	4	3.36
2000-2059	3	2.52
2100-2159	4	3.36
2200-2259	4	3.36
2300-2359	2	1.68

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
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Light and Road Conditions Summary

Condition	Dry	Wet	Other	Total
Day	73	12	0	85
Dark	20	4	1	25
Other	6	3	0	9
Total	99	19	1	119

Object Struck Summary

Object Type	Times Struck	Percent of Total
ANIMAL	6	24.00
DITCH	7	28.00
GUARDRAIL FACE ON SHOULDER	1	4.00
MAILBOX	2	8.00
MOVABLE OBJECT	1	4.00
OFFICIAL HIGHWAY SIGN NON-BREAKAWAY	2	8.00
OTHER FIXED OBJECT	3	12.00
PARKED MOTOR VEHICLE	1	4.00
PEDESTRIAN	2	8.00

Vehicle Type Summary

Vehicle Type	Number Involved	Percent of Total
LIGHT TRUCK (MINI-VAN, PANEL)	1	0.43
MOTORCYCLE	3	1.30
PASSENGER CAR	129	56.09
PEDESTRIAN	2	0.87
PICKUP	29	12.61
POLICE	2	0.87
SINGLE UNIT TRUCK (2-AXLE, 6-TIRE)	2	0.87
SPORT UTILITY	45	19.57
TAXICAB	1	0.43
TRACTOR/SEMI-TRAILER	1	0.43
TRUCK/TRAILER	1	0.43
UNKNOWN	3	1.30
VAN	11	4.78

North Carolina Department of Transportation
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Yearly Totals Summary

Accident Totals

Year	Total Accidents	Fatal Accidents	Injury Accidents	Property Damage Only Accidents
2011	8	0	6	2
2012	29	0	12	17
2013	22	1	6	15
2014	26	0	10	16
2015	21	0	12	9
2016	13	0	7	6
Total	119	1	53	65

Injury Totals

Year	Fatal Injuries	Class A, B, or C Injuries
2011	0	11
2012	0	34
2013	2	14
2014	0	16
2015	0	18
2016	0	10
Total	2	103

Miscellaneous Totals

Year	Property Damage	EPDO Index
2011	\$ 19550	52.40
2012	\$ 115370	117.80
2013	\$ 92650	142.20
2014	\$ 112000	100.00
2015	\$ 108150	109.80
2016	\$ 65400	64.80
Total	\$ 513120	587.00

Type of Accident Totals

Year	Left Turn	Right Turn	Rear End	Run Off Road &				Other
				Fixed Object	Angle	Side Swipe		
2011	0	2	5	0	0	0	1	
2012	5	0	12	3	2	2	5	
2013	4	0	12	2	3	0	1	

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Year	Left Turn	Right Turn	Rear End	Fixed Object	Angle	Side Swipe	Other
2014	1	1	16	3	2	1	2
2015	6	0	10	3	0	0	2
2016	3	0	8	1	0	0	1
Total	19	3	63	12	7	3	12

North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report

Strip Diagram

Features	Milepost	Crash IDs
SR 1157 HICKORY HOUSE	1.59	103393925 103398258 104026659 104032624
	1.60	103922419
	1.61	
	1.62	
	1.63	
	1.64	
	1.65	
	1.66	
	1.67	
	1.68	
	1.69	104403994
	1.70	
	1.71	103851721
	1.72	
	1.73	
	1.74	
	1.75	
	1.76	
	1.77	
	1.78	
1.79	104545879	
1.80		
1.81	103894235 103890158 104617299	
1.82		
1.83		
1.84		
1.85		
1.86		
1.87		
1.88		
1.89	103946430 104431815 104096806	
1.90		
SR 1152	1.91	103208046 103321112 103328669 103425900 103497250 103499254 103600236 103645161 103685010 103712520 103725143 103739626 104294874 104372809 104590650 104679663 104729296
	1.92	104226816 104005517 104607887
	1.93	104038435 104237329
	1.94	
	1.95	103427954
	1.96	
	1.97	104682189

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Features	Milepost	Crash IDs
	1.98	
	1.99	
	2.00	
	2.01	103289853 103347164 104185616 104705771
	2.02	
	2.03	
	2.04	
	2.05	
	2.06	103508049 104603345
	2.07	
	2.08	104495909
	2.09	
	2.10	
	2.11	
	2.12	
	2.13	
	2.14	
	2.15	
SR 1213	2.16	
	2.17	
	2.18	
	2.19	
	2.20	
	2.21	104370872 104421462
	2.22	104629673
	2.23	
	2.24	
	2.25	
	2.26	104735490 104731523
	2.27	
	2.28	
	2.29	103464683
	2.30	
SR 1235 BROOKHAVEN	2.31	103856540
	2.32	103704314
PINEACRE	2.33	103924935 103348937 104038608
	2.34	
	2.35	
	2.36	104323848
	2.37	
	2.38	
	2.39	
	2.40	
	2.41	104666871
	2.42	104250851

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Features	Milepost	Crash IDs
	2.43	
	2.44	
L & S	2.45	
	2.46	
	2.47	
	2.48	
	2.49	
Structure:520019	2.50	
	2.51	103839922 104617292
	2.52	103230981 103583793 104258814
	2.53	
	2.54	
	2.55	
	2.56	104185589
	2.57	
HART	2.58	104106432
	2.59	
	2.60	
	2.61	103366319
	2.62	103535244 103704311 103979973 104066297
	2.63	
	2.64	
	2.65	
	2.66	
	2.67	
	2.68	
	2.69	103563884
	2.70	
	2.71	103817241
SR 1122 SR 1146 COURTLAND ST ANDREWS CHURCH	2.72	103341043 103372769 103464656 103486971 103562054 103704285 103869026 103893881 103961402 103966482 104362313 104387659 104481536 104643755
	2.73	104263995
	2.74	103749914 103414780 103431157
	2.75	
	2.76	103241027 104461718 104185539 104323223
	2.77	103348925 103536322
	2.78	104594817
	2.79	
	2.80	
	2.81	
	2.82	104426747 103528255 104374636
	2.83	

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Features	Milepost	Crash IDs
	2.84	
	2.85	
	2.86	
	2.87	
	2.88	
	2.89	
	2.90	
	2.91	
	2.92	103719832 104281582
	2.93	
	2.94	
	2.95	104208453
	2.96	
SR 1207 HILLANDALE	2.97	
	2.98	
	2.99	
	3.00	
	3.01	
	3.02	
	3.03	
	3.04	
	3.05	
	3.06	
	3.07	103527590 104199522
	3.08	
	3.09	
	3.10	
	3.11	
	3.12	
	3.13	
	3.14	
	3.15	
	3.16	
	3.17	104139959
	3.18	
	3.19	
	3.20	
	3.21	
	3.22	
	3.23	
	3.24	
	3.25	
	3.26	
	3.27	
	3.28	
	3.29	

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Features	Milepost	Crash IDs
	3.30	
	3.31	
	3.32	
	3.33	
	3.34	
	3.35	
	3.36	
	3.37	
	3.38	
	3.39	
	3.40	
	3.41	
ML-SANFORD	3.42	103559177
	3.43	
	3.44	
	3.45	
	3.46	103588656 104271886
	3.47	104319334
	3.48	
	3.49	
	3.50	103817927
	3.51	
	3.52	
	3.53	
	3.54	
	3.55	103417310
SR 1217 CAROLINA CAROLINE	3.56	103971241
	3.57	
	3.58	
	3.59	
	3.60	103944318
	3.61	103400284
	3.62	
	3.63	
	3.64	
	3.65	104125752
SR 1001 LEMON SPRINGS	3.66	104329240 103529096

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Traffic Engineering Accident Analysis System
Strip Analysis Report

Study Criteria

Study Name	Log No.	PH No.	TIP No.	K/A Cf.	B/C Cf.	ADT	ADT Route
41000041584	41000041584			76.8	8.4	13313	

Request Date	Courier Service	Phone No.	Ext.	Fax No.

County			Municipality						
Name	Code	Div.	Name	Code	Y-Line Ft.	Begin Date	End Date	Years	
LEE	53	8	All and Rural		0	06/01/2011	05/31/2016	5.00	

Location Text	Requestor
NC 78 (Tramway Rd) from SR 1157 (Hickory House Rd) to SR 1001 (LEMON SPRINGS)	DIVISION 8

Included Accidents	Old MP	New MP	Type
103685010	2.222	1.912	R
103600236	999.999	1.912	I
103417310	3.479	3.55	R
103393925	1.692	1.592	R

Excluded Accidents
104615887
104458817
103518939
103591476
103902877
103326185
103787455
103338475
103460340

Fiche Roads

Name	Code
NC 78	30000078
TRAMWAY	50030849

Strip Road

Name	Code	Begin MP	End MP	Miles	Kilometers
NC 78	30000078	1.592	3.662	2.070	3.331

Ordinance 2016 -

**AN ORDINANCE AMENDING THE OFFICIAL ZONING MAP
OF THE CITY OF SANFORD, NORTH CAROLINA**

WHEREAS, a request to amend the Official Zoning Map has been received from Toribo Hernandez to rezone a 1.2 ± acre portion of a larger 9.95 ± acre tract of land off of Airport Road, formerly addressed as 2917 Airport Road and with the 1.2 ± acre portion being located in the City of Sanford's ETJ, as depicted on Lee County Tax Maps 9641.02 and 9641.04, a portion of Tax Parcel 9641-65-4298 Lee County Land Records from the current zoning of Residential-Mixed (R-12) district to a conditional zoning district to be known as Sanford Soccer Field Complex District; and

WHEREAS, said request has been presented to the Planning Board of the City of Sanford; and

WHEREAS, the City Council of the City of Sanford conducted a public hearing on June 21, 2016 to receive citizen input on the requested zoning map amendment; and

WHEREAS, the City Council of the City of Sanford approves the request to amend the Official Zoning Map of the City of Sanford;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SANFORD:

The Official Zoning Map is hereby amended to rezone a 1.2 ± acre portion of a larger 9.95 ± acre tract of land off of Airport Road, formerly addressed as 2917 Airport Road and with the 1.2 ± acre portion being located in the City of Sanford's ETJ, as depicted on Lee County Tax Maps 9641.02 and 9641.04, a portion of Tax Parcel 9641-65-4298 Lee County Land Records from the current zoning of Residential-Mixed (R-12) district to a conditional zoning district to be known as Sanford Soccer Field Complex District with the following conditions: no alcohol shall be served or consumed on site, signs shall be posted stating "no alcohol, no drugs, no weapons and no loitering", security shall be provided at all nonpractice games and traffic control must be provided for major events in Phases I and II. A copy of the conceptual civil set associated with this rezoning is included as Attachment A.

In making this decision, the City Council of the City of Sanford hereby finds that the 2020 Land Use Plan does not identify a specific land use for the subject property; therefore, current development trends, the surrounding zoning of the neighborhood and information presented at the public hearing were taken into consideration. The subject property is located off of Airport Road, which is a dead end road that is accessed via a section of Tramway Road / NC Hwy 78 that has a considerable amount of vehicular traffic since it is located near two public schools and between the Tramway Old Jonesboro areas of Sanford. The concerns noted by the adjoining property owners (a high volume of vehicular & pedestrian traffic and the proximity to two public schools) appear to be valid, however, this also suggest that this site is not conducive to continued single-family residential development; therefore it appears that it is reasonable to develop this site in a manner other than residential. The high volume of vehicular & pedestrian traffic and the proximity to two public schools is what makes this site attractive for a soccer field complex.

Ordinance 2016 -

The rezoning request appears to be reasonable and in the public interest based on the character of the area as it appears to be transitioning away from single-family residential towards office & institutional and commercial uses, the proximity to two public schools and the availability of public water. In utilizing the site plan specific conditional zoning process, the applicant has attempted to design the site in such a manner as to factor in the quality of life and property values of the adjoining residential property owners as this area continues to transition from residential to commercial in nature. Also, it was also noted that this is a 1.2 acre \pm acre portion of a larger 9.95 \pm acre tract of land for which the Lee County Commissioners had already approved this rezoning request with the same conditions as is being recommended by the Planning Board for the majority of the acreage (8.75 \pm acres).

ADOPTED this the 4th day of October, 2016.

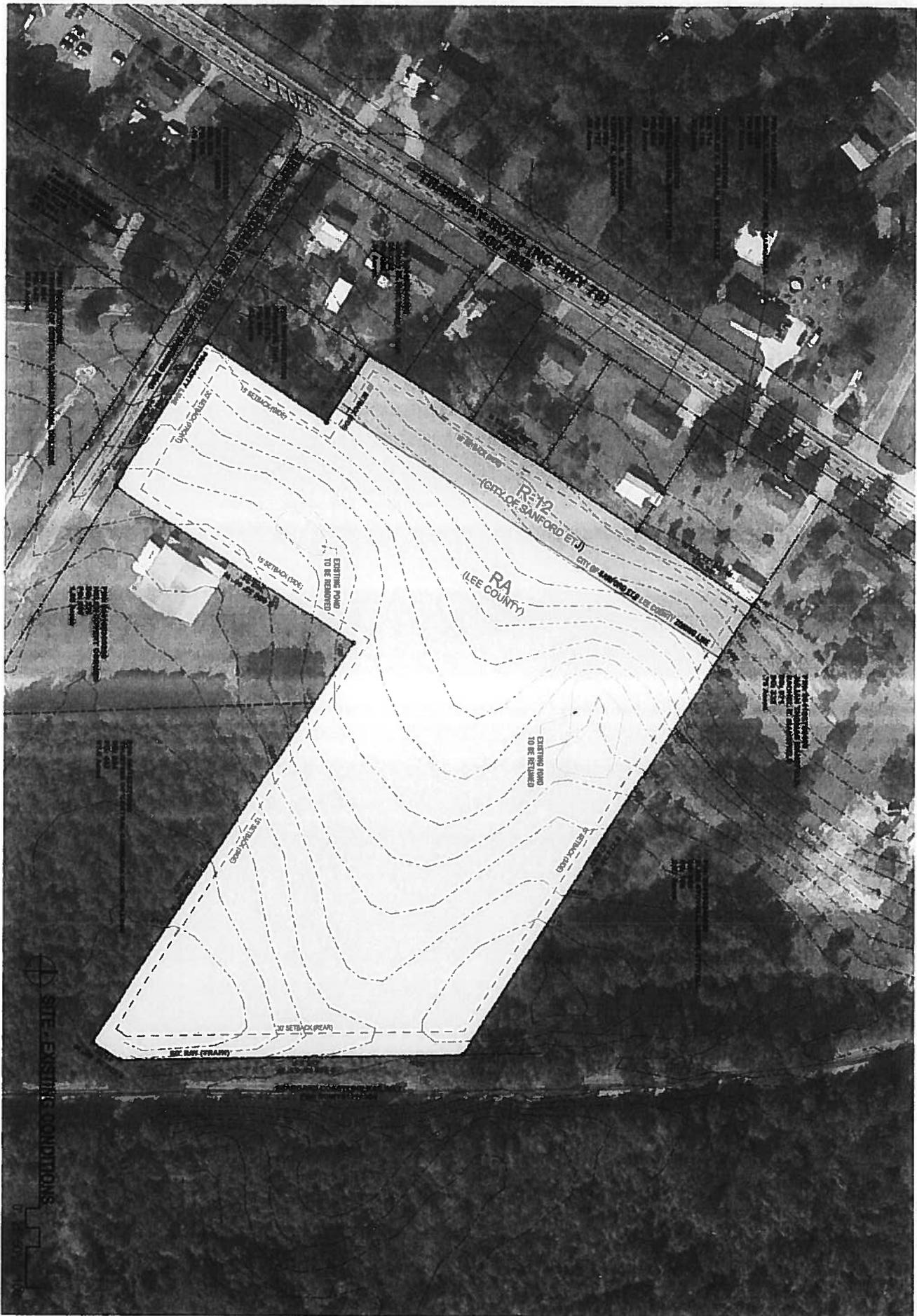
ATTEST:

Bonnie Davis, City Clerk

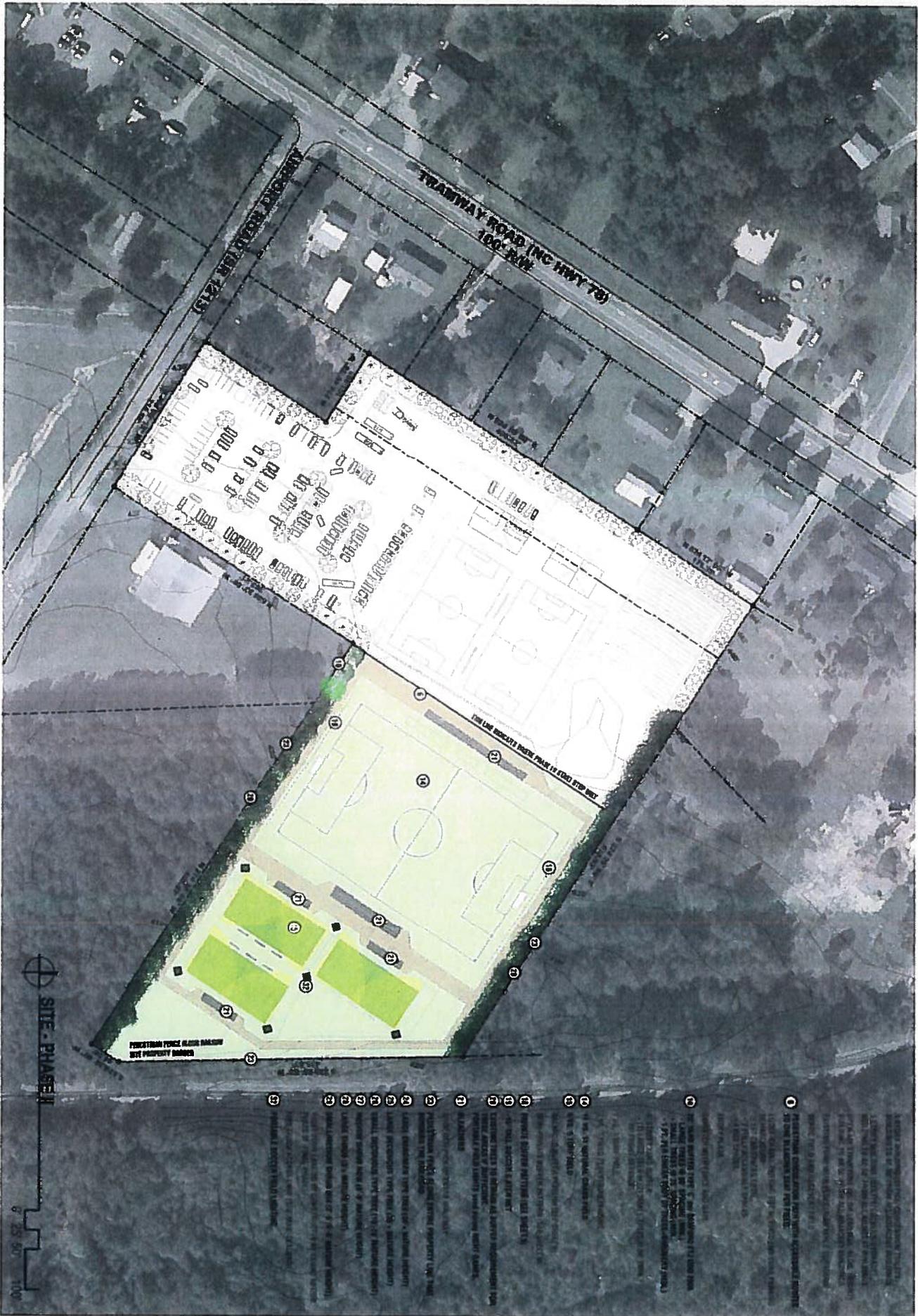
T. Chet Mann, Mayor

APPROVED AS TO FORM:

Susan C. Patterson, City Attorney



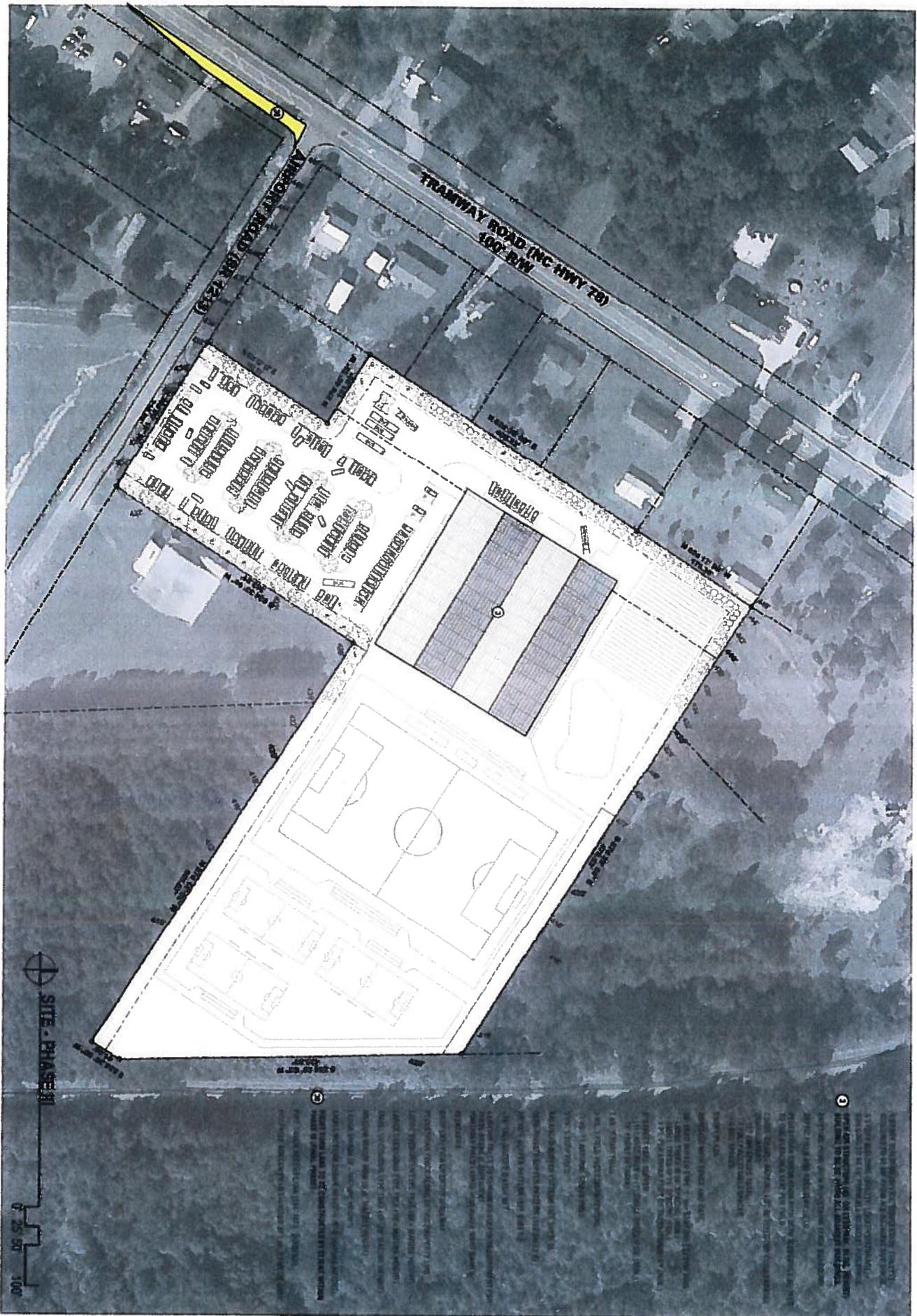




SITE - PHASE I

0 25 50 100

1. The proposed site is located on the east side of Tramway Road (NC HWY 78) in the City of Sanford, North Carolina. The site is currently vacant and is zoned for commercial use. The proposed development consists of a soccer complex with two soccer fields, a parking lot, and other facilities. The site is bounded by Tramway Road to the north and east, and a road labeled '152' BELLEVUE RD' to the west. The plan includes various annotations such as 'PROPOSED FENCE ALONG PARKWAY SITE PROPERTY BOUNDARY', 'THE LOW BUDGETS ARENAs PARK IS STAY STOP WAY', and 'EQUILIBRIUM'. A north arrow and a scale bar (0, 25, 50, 100) are located in the bottom left corner. The plan is divided into several numbered sections (1 through 10) along the bottom edge, which correspond to the text blocks on the right side of the page.



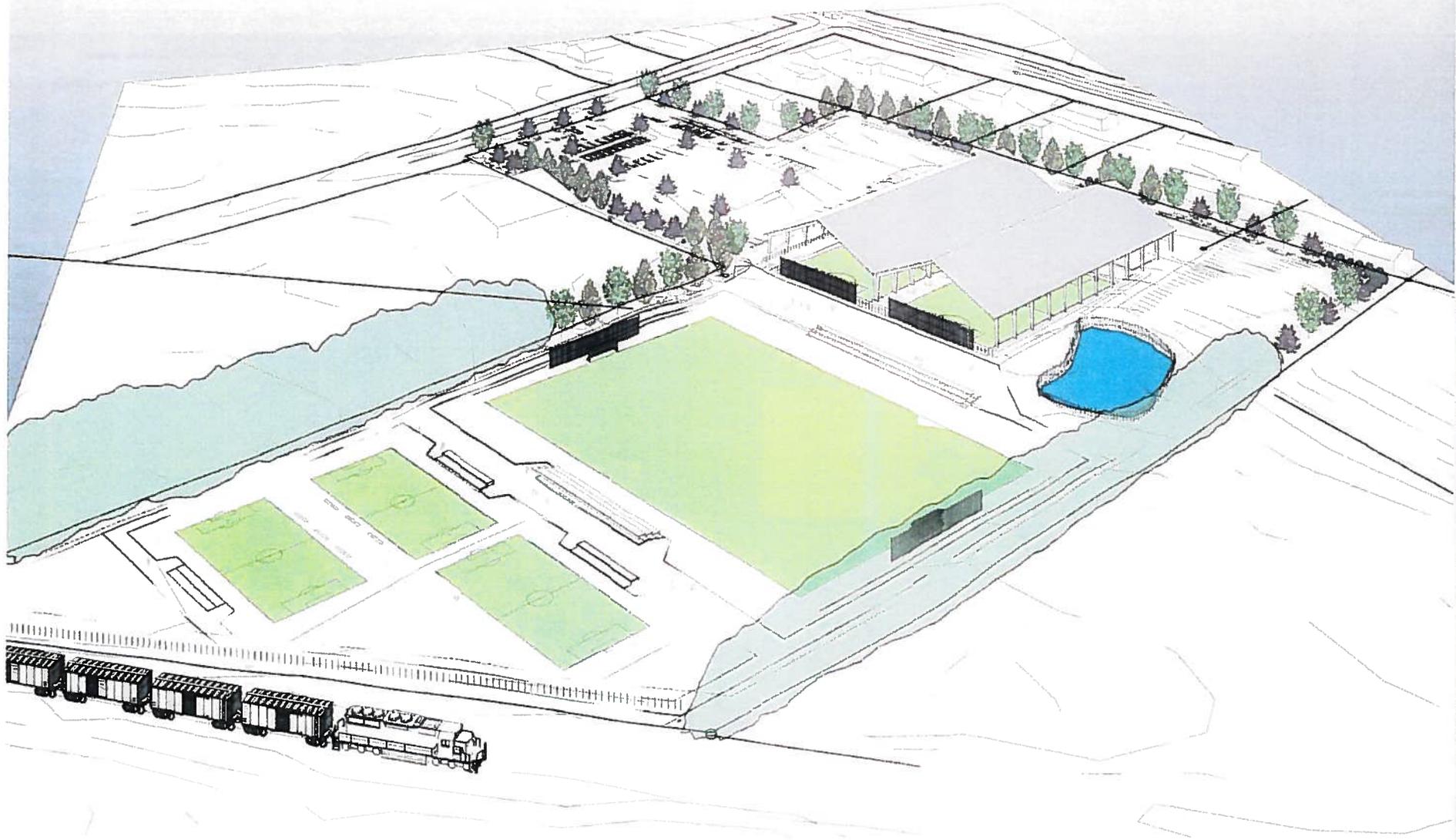


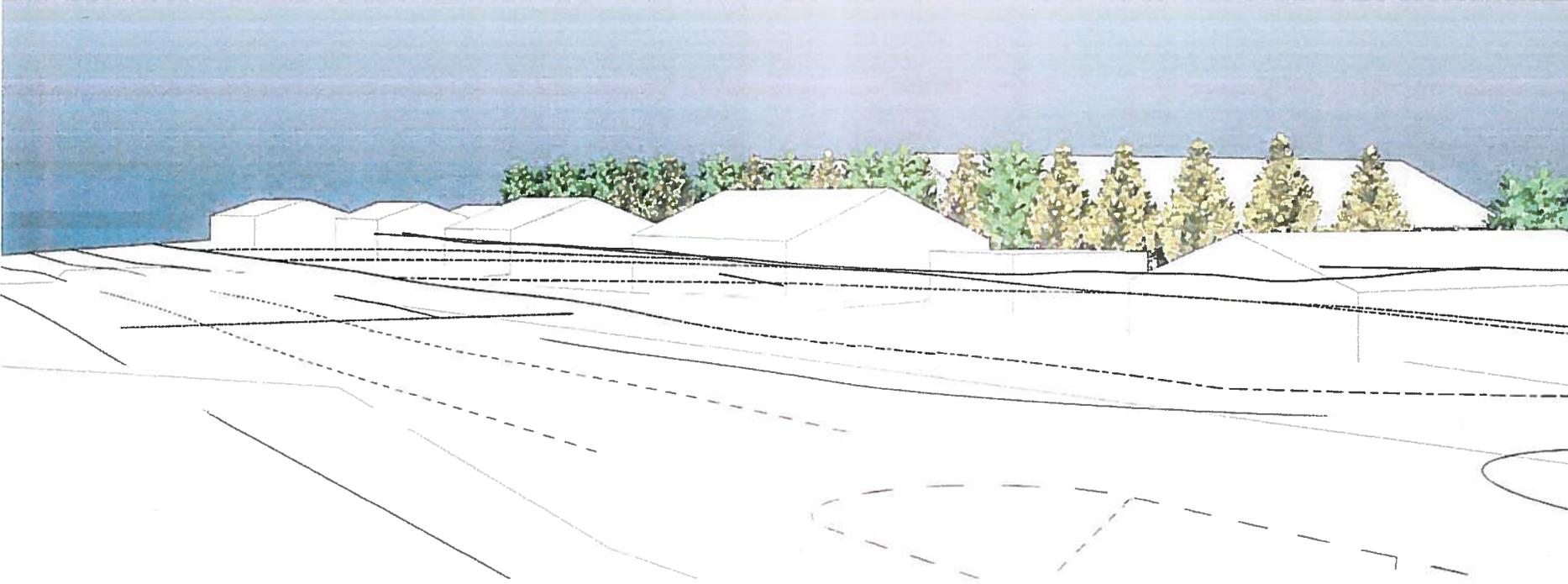
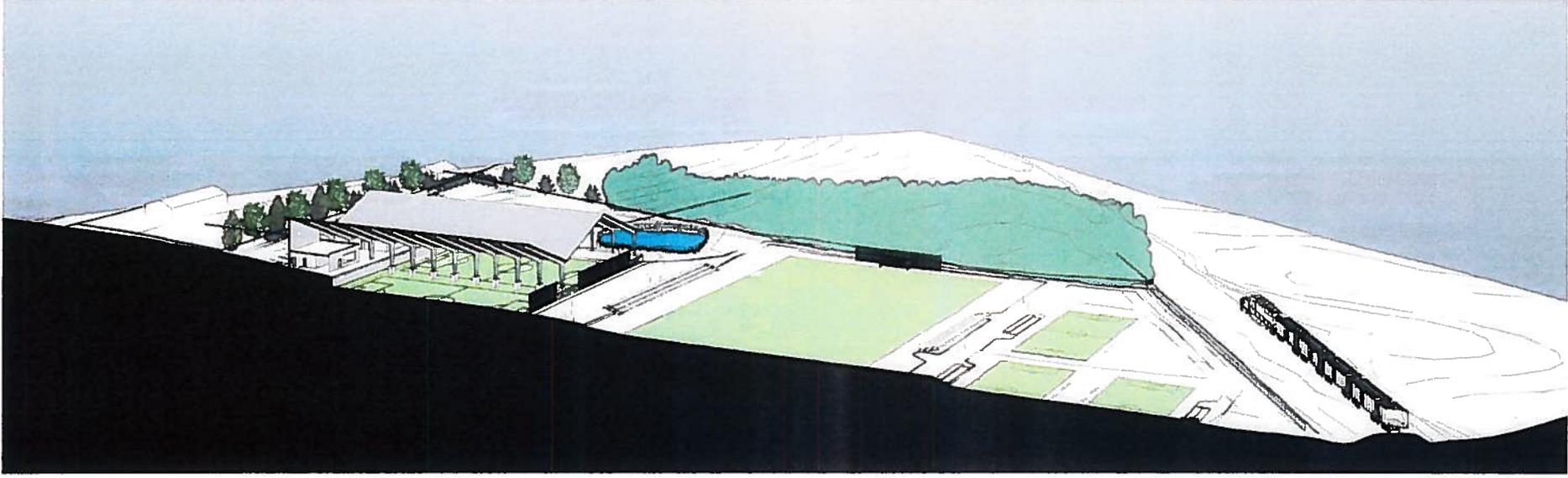
10/12

SANFORD SOCCER COMPLEX
2817 AIRPORT ROAD, SANFORD, NC
CONCEPTUAL SCOPING PUBLIC HEARING PRESENTATION SET
11 JULY 2008

Sanford Indoor Soccer + jfkArchitect
Sanford, NC







Sanford Indoor Soccer + jtk Architect
Durham, NC

SANFORD SOCCER COMPLEX
2107 AIRPORT ROAD, SANFORD, NC
CITY OF SANFORD PUBLIC HEARING REACTION SHEET
5/20/12 2:16

12/12

2016-0901

Sanford City Council
Recommendation of Sanford Planning Board Regarding
Application #554-2016-0901 to Amend the City of Sanford Zoning Map
Meeting Date: October 4, 2016

RECOMMENDATION FROM PLANNING BOARD:

The Planning Board recommends that the City Council support the request to rezone one 2.02 ± acre tract of land identified as Lee County Tax Parcel 9643-64-6390 with frontage on Gunter Street and an unimproved portion of Poplar Street from the current zoning of Light Industrial (LI) to Multifamily (MF-12).. In making this recommendation, the Planning Board finds that, while the 2020 Land Use Plan identified this area as Commercial-Light Industrial, this request appears to be reasonable and in the public interest based on information in the staff analysis, the mix of uses in the area (this is not just a single-family home area or just a commercial area), the proximity of the site to Hawkins Avenue, the access to public water and sewer, and that this would be an infill project near a future greenway.

REZONING REPORT FROM SEPTEMBER 20, 2016 AGENDA**APPLICANT:** Ameer Rental Properties, LLC**PROPERTY OWNER:** R. A. Smith Enterprises, LLC**REQUEST:** Rezone from Light Industrial (LI) to Multi-family (MF-12) a 2.02± vacant tract of land with frontage on Gunter Street and an unimproved portion of Poplar Street and identified as Lee County Tax Parcel 9643-64-6390**LOCATION:** Fronting the section of Gunter Street east of Hawkins Avenue, located approximately 225 feet east of the intersection of Hawkins Avenue & Gunter Street and adjoining 157 Gunter Street to the east.**TOWNSHIP:** West Sanford**TAX PARCEL NO.:** Lee County Tax Parcel 9643-64-6390, as depicted on depicted Tax Map 9643.15**ADJACENT ZONING:**

North: Residential Single-family (R-20)
 Opposite Poplar Street (an unimproved right-of-way), Residential Single-family (R-20) and Light Industrial (LI)

South: Opposite Gunter Street, Light Industrial (LI)

East: Light Industrial (LI)

West: Residential-Mixed (R-12)

2016-0901

Site and Area Description

The property to be rezoned is a vacant tract of land with frontage on Gunter Street that is illustrated on a survey for AGA/PJA, LLC recorded in 2004 at Plat Cabinet 10, Slide 50-A of the Lee County Register of Deeds Office. The site has 267.83 feet of road frontage on Gunter Street, which dead ends east of this site. The site is undeveloped and partially wooded.

The area has a mix of uses both commercial and residential. The only residential use on this section of Gunter Street (located east of Hawkins Avenue dead ending into a wooded area) is a single-family dwelling addressed as 157 Gunter Street on an adjoining lot zoned Residential-Mixed (R-12). There are three single-family homes (904, 908 and 914 Hawkins Avenue) which adjoin this site to the west with frontage on Hawkins Avenue that are zoned Residential-Mixed (R-12). There are also other single-family homes in the area with frontage on Hawkins Avenue.

Commercial uses in the area include Main Street Monograms, a monogramming business at 900 Hawkins Avenue zoned General Commercial (C-2) and located in the northeastern corner of Hawkins Avenue & Gunter Street, Alwondi Convenience Store, a convenience store with no gas sales at 810 Hawkins Avenue zoned General Commercial (C-2) and located in the southeastern corner of Hawkins Avenue & Gunter Street, and a large vacant building at 410 Gunter Street (opposite the subject property) zoned Light Industrial (LI) that was formerly the site of Davis Glass Company.

The property is currently zoned Light Industrial (LI), which is established to provide for areas that contain a mix of light manufacturing uses, office park and limited retail and service uses that service the industrial uses in an attractive business park setting with proper screening and buffering, all compatible with adjoining uses. LI districts should include areas which continue the orderly development and concentration of light industrial uses and should be located so as to have direct access to or within proximity to a major or minor thoroughfare. The dimensional requirements of the LI district include a minimum lot width of 80 feet, a minimum lot depth of 100 feet (which creates a minimum lot size of 8,000 square feet), with principal building setbacks of 30 feet from any street right-of-way and the required landscape buffer yard width determining the required rear and side yard setbacks as measured from the property lines. There is no maximum building height in LI.

Some of the uses permitted by right and/or with development standards (staff level approval) in the LI district include appliance repair & maintenance, conveniences stores with or without gas sales, farm/landscape/garden supply sales with indoor or outdoor storage, hardware/home centers with indoor or outdoor storage, heavy equipment sales & service, motor vehicle repair & service, restaurants with or without drive through facilities, wholesale trade, various manufacturing uses, churches and public utility or storage yards. Special Uses allowed in the LI district, subject to approval by the Board of Adjustment include sawmills, mines & quarries, telecommunication towers and solid waste convenience centers. A list of permitted uses for the LI district is included within the agenda for your reference

Staff Analysis

The proposed zoning district of Multi-family (MF-12) is established to allow multi-family uses with a maximum density of up to 12 units per acre. A MF-12 district designation may be applied

2016-0901

to a use in a residential neighborhood that contains a mixture of single-family and multi-family uses or in an area for which limited density multi-family use is appropriate. A MF-12 district may be used as a transition between a single-family and higher intensity uses and are appropriate in areas containing a variety of dwelling types, or in single-family areas at the intersection of local roads and collector or higher order streets. MF-12 districts shall be designated only in areas with public water and sewer and are appropriate in locations where affordable housing is needed. The dimensional requirements of the MF-12 district include a minimum lot width of 50 feet, a minimum lot depth of 100 feet (which creates a minimum lot size of 5,000 square feet), with principal building setbacks of 20 feet from any street right-of-way and 20 feet from all side and rear property lines. The maximum building height is 60 feet. The site is 2.02 acres x 12 = 24 units permitted, not taking into consideration the physical realities of the site.

Some of the uses permitted by right and/or with development standards (staff level approval) in the MF-12 district include residential single-family dwellings, duplexes, multi-family developments, bed & breakfast inns, family care homes, and new churches under 350 seats. Special Uses allowed in the MF-12 district, subject to approval by the Board of Adjustment, some of which have specific development standards, include group homes/residential care facilities (levels 1 & 2), daycares, fitness gyms, civic/social/fraternal organizations, reception halls, churches over 350 seats, schools, mines & quarries, cemeteries and telecommunication towers. A list of permitted uses for the MF-12 district is included within the agenda for your reference.

Utilities

The subject property appears to have access to public water and sanitary sewer. If the rezoning is approved, all new development that proposes to connect to public water or sewer must be approved by the City of Sanford Public Works Department to verify compliance with all applicable regulations.

Transportation

The subject property has approximately 267.83 feet of road frontage along the southern property line on Gunter Street per a 2004 recorded plat, but this is actually right-of-way frontage. The physical asphalt pavement of Gunter Street appears to extend 215 ± feet, leaving 52 ± feet of the right-of-way unpaved. Gunter Street is a City maintained public street with a 50 feet right-of-way width. This tract of land also has 30 feet of frontage on Poplar Street along the northern property line, which is an unimproved City street with a 50 feet right-of-way. If future development on this site proposes a connection to the Poplar Street right-of-way, a public street would need to be constructed by the developer from the subject property to Hawkins Avenue. All new development that proposes to connect to Gunter Street or Poplar Street must be approved by the City of Sanford Public Works Department to verify compliance with all applicable regulations.

The 2007 Lee County Comprehensive Transportation Plan does not illustrate Gunter Street, but it does illustrate this section of Hawkins Avenue as an existing major thoroughfare and identifies it as a gateway corridor to Sanford's urban core and historic district. At the time of the study, traffic volumes on the roadway exceeded the estimated facility capacity and were expected to continue to increase in volume. Due to the presence of historic districts, no improvements were

2016-0901

recommended between Burns Drive and Charlotte Avenue, which is in the area of Gunter Street and Poplar Street. The study does include recommendations for a bike route along Hawkins Avenue and a greenway, labeled the Little Buffalo Creek Greenway, along the creek on the adjoining 5.7 acre tract to the east owned by the City of Sanford.

There is a 2013 traffic count of 9,800 vehicle per day approximately 180 feet south intersection of Hawkins Avenue and Gunter Street in front of a house addressed as 804 Hawkins Avenue.

Environmental & Local Overlay Districts

The subject property does not appear to be located within a Watershed Conservation Overlay District, a Flood Hazard Area, a designated local historic district or the an area included within the adopted small area plans.

The City of Sanford, Lee County and the Town of Broadway do not have local grading permits and rely on the North Carolina Department of Environmental Quality to regulate land disturbing activities. For questions or concerns regarding land disturbing activities, please contact the North Carolina Division of Energy, Mineral, and Land Resources Sediment Program at 1612 Mail Service Center, Raleigh, NC 27699-1612 or call 919-707-9220 or visit the NCDEQ website at <http://deq.nc.gov>.

Development Standards

If rezoned, all of the uses permitted in the Multi-family (MF-12) zoning district would be allowed and any future redevelopment of the subject property will be required to meet the current development standards of the UDO.

Conformance with the Sanford/Lee County 2020 Land Use Plan

The 2020 Land Use Plan Map identifies that area as Commercial-Light Industrial, which is intended to designate areas which are appropriate for light industrial and commercial uses. When considering the zoning of this property, current development trends, the surrounding zoning of the neighborhood and information presented at the public hearing should also be considered.

Recommendation from Planning & Development Staff

Planning & Development staff recommends that the boards support this rezoning request. In making this recommendation, staff finds that, while the 2020 Land Use Plan identified this area as Commercial-Light Industrial, this request appears to be reasonable and in the public interest based on information in the staff analysis, the mix of uses in the area (this is not just a single-family home area or just a commercial area), the proximity of the site to Hawkins Avenue, the access to public water and sewer, and that this would be an infill project near a future greenway.

Ordinance 2016 -

**AN ORDINANCE AMENDING THE OFFICIAL ZONING MAP
OF THE CITY OF SANFORD, NORTH CAROLINA**

WHEREAS, a request to amend the Official Zoning Map has been received from Ameer Rental Properties, LLC to rezone one 2.02 ± acre tract of land with frontage on Gunter Street and an unimproved portion of Poplar Street, as depicted on Lee County Tax Map 9643.15 as Tax Parcel 9643-64-6390 Lee County Land Records and as illustrated as a 2.02 acre tract of land on a survey map recorded in Plat Cabinet 10, Slide 50-A of the Lee County Register of Deeds Office, from the current zoning of Light Industrial (LI) to Multifamily (MF-12); and

WHEREAS, said request has been presented to the Planning Board of the City of Sanford; and

WHEREAS, the City Council of the City of Sanford conducted a public hearing on September 20, 2016 to receive citizen input on the requested zoning map amendment; and

WHEREAS, the City Council of the City of Sanford approves the request to amend the Official Zoning Map of the City of Sanford;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SANFORD:

The Official Zoning Map is hereby amended to rezone one 2.02 ± acre tract of land with frontage on Gunter Street and an unimproved portion of Poplar Street, as depicted on Lee County Tax Map 9643.15 as Tax Parcel 9643-64-6390 Lee County Land Records and as illustrated as a 2.02 acre tract of land on a survey map recorded in Plat Cabinet 10, Slide 50-A of the Lee County Register of Deeds Office, from the current zoning of Light Industrial (LI) to Multifamily (MF-12). A copy of the subject property zoning map is included as Attachment A.

In making this decision, the City Council of the City of Sanford hereby finds that, while the 2020 Land Use Plan identified this area as Commercial-Light Industrial, this request appears to be reasonable and in the public interest based on information in the staff analysis, the mix of uses in the area (this is not just a single-family home area or just a commercial area), the proximity of the site to Hawkins Avenue, the access to public water and sewer, and that this would be an infill project near a future greenway.

ADOPTED this the 4th day of October, 2016.

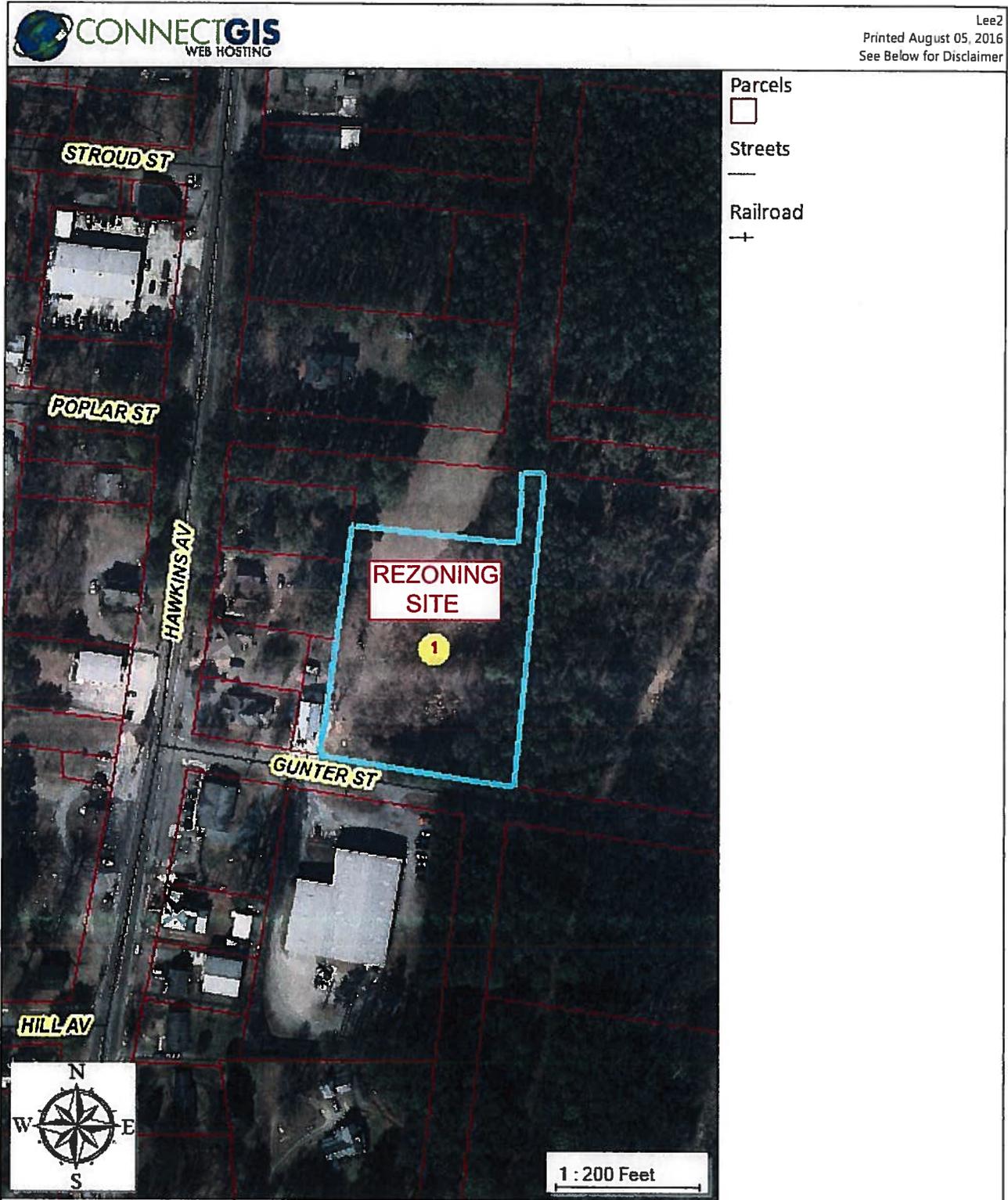
ATTEST:

Bonnie Davis, City Clerk

T. Chet Mann, Mayor

APPROVED AS TO FORM:

Susan C. Patterson, City Attorney



This site is prepared for the inventory of real property found within this jurisdiction and is compiled from recorded deeds, plats and other public records and data. Users of this site are hereby notified that the aforementioned public primary information sources should be consulted for verification of the information contained on this site. The County of Lee and Mobile311, LLC assume no legal responsibility for the information contained on this site. Please be advised that you must contact the Lee County Tax Office for accurate tax values. Please contact the Lee County Appraisal Department if any building information is incorrect. The map, layer, data and website (collectively known as "the layer") are for graphical and illustration purposes only. The Lee County Strategic Services Department (hereinafter "the Department") provides the layer and the information contained within to the general public and has not customized the information for any specific or general purpose. Such information was generated from data maintained by different sources and agencies and as such, some limitations may apply based upon restrictions imposed by other sources or agencies supplying data to Lee County (hereinafter "the County"). While the Department strives to make the information on the GIS website as timely, reliable and accurate as possible, neither the Department nor the County local governments make any claims, promises, or guarantees about the accuracy, completeness or adequacy of the

2016-09-02

Sanford City Council
Recommendation of Sanford Planning Board Regarding
Application #554-2016-0902 to Amend the City of Sanford Zoning Map
Meeting Date: October 4, 2016

RECOMMENDATION FROM PLANNING BOARD:

The Planning Board recommends that the City Council support the request to rezone 24.17 ± acres of land with frontage on Commerce Drive, identified as portions of Lee County Tax Parcels 9660-37-6982 and 9660-16-7151 from the current zoning of Barrington Park Conditional Zoning District to General Commercial (C-2). In making this recommendation, the Planning Board finds that approximately half of the subject property appears to align with the recommendation of the adopted comprehensive plan (2020 Land Use Plan), which identifies the area as appropriate for retail and commercial uses, while the other half of the subject property appears to deviate from the recommendation of this plan, which identifies this area for Industrial Park. The decision to rezone a portion of the subject property to the Barrington Park Conditional Zoning District in the past was based on public testimony that was received from the owners of the business park, which supported the rezoning change due to the persistent lack of interest in the industrial and business development on the subject properties since the original South Park Business Park approval in 2000. The same holds true today with regard to the lack of interest in developing this area in an industrial or business manner. Also, there has been no forward movement on the Barrington Park project since the original rezoning request in 2007 and land has been recently rezoned from Barrington Park Conditional Zoning District to Residential-Mixed (R-14) to allow for development that would deviate from the Barrington Park project. Therefore, given the availability of public utilities and that there would be approximately 14 acres of buffer area between the recently residentially rezoned property and this site, rezoning the subject property to the General Commercial (C-2) zoning district would appear to allow the owner to make reasonable use of the land while acknowledging that this area appears to be transitioning away from the mixed residential uses included within the Barrington Park Conditional Zoning District.

REZONING REPORT FROM SEPTEMBER 20, 2016 AGENDA

APPLICANT & PROPERTY OWNER: AGA Corporation

REQUEST: Rezone 24.17 ± acres of land with frontage on Commerce Drive from the current zoning of Barrington Park Conditional Zoning District to General Commercial (C-2). The property is the same as depicted on Lee County Tax Map 9660.01 as portions of Tax Parcels 9660-37-6982 and 9660-16-7151 Lee County Land Records and as illustrated as Lots 1, 2, 3, 4, 5 and portions of adjoining lots labeled as being owned by AGA Corporation on a survey map recorded in Plat Cabinet 9, Slide 45-G of the Lee County Register of Deeds Office.

LOCATION: South of and fronting Commerce Drive, approximately 1,200ft west of the intersection of NC Hwy 87 and Commerce Drive.

TOWNSHIP: Jonesboro

2016-09-02

TAX PARCEL NO.: Portions of Lee County Tax Parcels 9660-37-6982 and 9660-16-7151, as depicted on depicted Tax Map 9660.01

ADJACENT ZONING:

North: Opposite Commerce Drive, South Park Village Apartments Conditional Zoning District and Office & Institutional (O&I)
 South: Barrington Park Conditional Zoning District and Barrington Park South Conditional Zoning District
 East: General Commercial (C-2) and Barrington Park South Conditional Zoning District
 West: Barrington Park Conditional Zoning District

Site and Area Description

The property to be rezoned is a portion of two adjoining vacant tracts of land with frontage on Commerce Drive; more specifically, it is comprised of 11.50 acres of Lee County tax parcel 9660-37-6982 and 12.67 acres of Lee County tax parcel 9660-16-7151. The site is undeveloped and partially wooded.

Residential uses in the area include the South Park Village Apartments multi-family project that is currently under construction on the opposite side of Commerce Drive in the northwestern corner of the intersection of Commerce Drive and Harvey Faulk Road and several single-family homes north of the multifamily site and off of Harvey Faulk Road. The Park at South Park, a new 23 lot residential single-family home subdivision was approved in June of 2016 to be developed on 15.6 ± acres on the southwestern side of Commerce Drive, near the end of the existing paved road. At this time, there is a 14.3 acre tract of land zoned Barrington Park Conditional Zoning District between the subject property and the Park at South Park site, which was part of an 86 acre area that was rezoned to Residential Single-family (R-14) in June of 2016 to allow for residential development between the existing terminus of Commerce Drive and Lee Avenue.

Commercial uses in the area include Liberty Commons Nursing & Rehabilitation Center of Lee County at 310 Commerce Drive and Mid Carolina Innovations / Victor & Associates, Inc., an outpatient mental health treatment center at 488 Commerce Drive, both of which are located on the opposite side of Commerce Drive.

The property is currently zoned Barrington Park Conditional Zoning District, which was to allow the development of a planned community that included areas for single-family detached houses (including patio homes), townhomes, multi-family apartments, office & institutional uses, neighborhood commercial uses, assisted living /retirement community with maximum densities per acre. The subject property was included within an area designated as “E”, “F” and “K” on the Illustrative Master Plan approved in 2007. Area “E” is approved for a multi-family residential use with a maximum density of 16 units per acre. Area “F” is approved for office & institutional uses, assisted living facilities, townhomes with a maximum density of 10 units per acre and single-family detached houses, including patio homes with a minimum of 7,200sf lots. Area “K” is approved for uses permitted within the General Commercial (C-2) zoning district. There is an

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illustration that provides information regarding this conditional zoning district included within the agenda for your reference.

Staff Analysis

The proposed zoning district of General Commercial (C-2) is established to provide areas for general commercial activities designed to serve the community such as shopping centers, repair shops, wholesale businesses, and retail sales with limited outdoor display of goods and limited outdoor operations. This district promotes a broad range of commercial operations and services necessary for large regions of the County, providing community balance. C-2 zones should be located on or within proximity to major thoroughfares. The dimensional requirements of the C-2 district include a minimum lot width of 50 feet, a minimum lot depth of 100 feet (which creates a minimum lot size of 5,000 square feet), with principal building setbacks of 10 feet from any street right-of-way and the required landscape buffer yard width determining the required rear and side yard setbacks as measured from the property lines. There is no maximum building height in C-2.

Some of the uses permitted by right and/or with development standards (staff level approval) in the C-2 district include banks, churches, convenience stores (with & without gas sales) grocery stores, motor vehicle sales & service, office buildings, pharmacies, restaurants (with & without drive-through facilities), retail sales of most goods and shopping centers.

Special Uses allowed in the C-2 district, subject to approval by the Board of Adjustment, some of which have specific development standards, include group homes/residential care facilities (levels 3 & 4), contractors' offices/shop with outdoor storage, certain types of manufacturing and telecommunication towers. Please reference the List of Permitted Uses for the General Commercial (C-2) Zoning District that is included within the agenda for the complete list of uses that would be permitted.

Utilities

The subject property appears to have access to public water and sanitary sewer. If the rezoning is approved, all new development that proposes to connect to public water or sewer must be approved by the City of Sanford Public Works Department to verify compliance with all applicable regulations.

Transportation

The subject property has approximately 1,069ft of road frontage along Commerce Drive, which transitions from a NCDOT maintained public street with a 100ft feet right-of-way width to a City maintained public street with a varying right-of-way width. All new development that proposes to connect to Commerce Drive must be approved by NCDOT and the City of Sanford Public Works Department to verify compliance with all applicable regulations.

The 2007 Lee County Comprehensive Transportation Plan does not illustrate Commerce Drive. There is a 2013 traffic count of 290 vehicle per day on Harvey Faulk Road in front of a house addressed as 732 Harvey Faulk Road, approximately 2,700ft north of the intersection of Harvey Faulk Road and Commerce Drive.

Environmental & Local Overlay Districts

Per GIS, the site has a pond and streams, but it is not located within an established floodplain or watershed. The site is located within the Greenwood Small Area Plan study area, but does not

2016-09-02

have a recommended land use designation (denoted as “City of Sanford”). This site is not located within a designated historic district.

The City of Sanford, Lee County and the Town of Broadway do not have local grading permits and rely on the North Carolina Department of Environmental Quality to regulate land disturbing activities. For questions or concerns regarding land disturbing activities, please contact the North Carolina Division of Energy, Mineral, and Land Resources Sediment Program at 1612 Mail Service Center, Raleigh, NC 27699-1612 or call 919-707-9220 or visit the NCDEQ website at <http://deq.nc.gov>.

Development Standards

If rezoned, all of the uses permitted in the General Commercial (C-2) zoning district would be allowed and any future redevelopment of the subject property will be required to meet the current development standards of the UDO.

Conformance with the Sanford/Lee County 2020 Land Use Plan

The 2020 Land Use Plan identifies the subject property as being within two land use designations. The eastern half of the site (closest to NC Hwy 87) is identified as Retail-Commercial, which is to provide for retail and commercial type uses. The western half of the site is identified as Industrial Park, which is to provide for research and selective manufacturing with complimentary uses, to utilize the advantages of locating these uses near each other and to buffer them from adjacent uses. When considering the zoning of this property, current development trends and the surrounding zoning of the neighborhood should be considered.

Planning & Development Staff Recommendation

Staff recognizes that approximately half of the subject property appears to align with the recommendation of the adopted comprehensive plan (2020 Land Use Plan), which identifies the area as appropriate for retail and commercial uses, while the other half of the subject property appears to deviate from the recommendation of this plan, which identifies this area for Industrial Park. The decision to rezone a portion of the subject property to the Barrington Park Conditional Zoning District in the past was based on public testimony that was received from the owners of the business park, which supported the rezoning change due to the persistent lack of interest in the industrial and business development on the subject properties since the original South Park Business Park approval in 2000. The same holds true today with regard to the lack of interest in developing this area in an industrial or business manner. Also, there has been no forward movement on the Barrington Park project since the original rezoning request in 2007 and land has been recently rezoned from Barrington Park Conditional Zoning District to Residential-Mixed (R-14) to allow for development that would deviate from the Barrington Park project. Therefore, given the availability of public utilities and that there would be approximately 14 acres of buffer area between the recently residentially rezoned property and this site, rezoning the subject property to the General Commercial (C-2) zoning district would appear to allow the owner to make reasonable use of the land while acknowledging that this area appears to be transitioning away from the mixed residential uses included within the Barrington Park Conditional Zoning District. Please note that information presented at the public hearing should also be considered regarding a final decision on the requested zoning map amendment.

Ordinance 2016 -

**AN ORDINANCE AMENDING THE OFFICIAL ZONING MAP
OF THE CITY OF SANFORD, NORTH CAROLINA**

WHEREAS, a request to amend the Official Zoning Map has been received from AGA Corporation to rezone 24.17 ± acres of land with frontage on Commerce Drive, as depicted on Lee County Tax Map 9660.01 as portions of Tax Parcels 9660-37-6982 and 9660-16-7151 Lee County Land Records and as illustrated as Lots 1, 2, 3, 4, 5 and portions of adjoining lots labeled as being owned by AGA Corporation on a survey map recorded in Plat Cabinet 9, Slide 45-G of the Lee County Register of Deeds Office, from the current zoning of Barrington Park Conditional Zoning District to General Commercial (C-2); and

WHEREAS, said request has been presented to the Planning Board of the City of Sanford; and

WHEREAS, the City Council of the City of Sanford conducted a public hearing on September 20, 2016 to receive citizen input on the requested zoning map amendment; and

WHEREAS, the City Council of the City of Sanford approves the request to amend the Official Zoning Map of the City of Sanford;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SANFORD:

The Official Zoning Map is hereby amended to rezone 24.17 ± acres of land with frontage on Commerce Drive, as depicted on Lee County Tax Map 9660.01 as portions of Tax Parcels 9660-37-6982 and 9660-16-7151 Lee County Land Records and as illustrated as Lots 1, 2, 3, 4, 5 and portions of adjoining lots labeled as being owned by AGA Corporation on a survey map recorded in Plat Cabinet 9, Slide 45-G of the Lee County Register of Deeds Office, from the current zoning of Barrington Park Conditional Zoning District to General Commercial (C-2). A copy of the subject property zoning maps are included as Attachments A and B.

In making this decision, the City Council of the City of Sanford hereby finds that approximately half of the subject property appears to align with the recommendation of the adopted comprehensive plan (2020 Land Use Plan), which identifies the area as appropriate for retail and commercial uses, while the other half of the subject property appears to deviate from the recommendation of this plan, which identifies this area for Industrial Park. The decision to rezone a portion of the subject property to the Barrington Park Conditional Zoning District in the past was based on public testimony that was received from the owners of the business park, which supported the rezoning change due to the persistent lack of interest in the industrial and business development on the subject properties since the original South Park Business Park approval in 2000. The same holds true today with regard to the lack of interest in developing this area in an industrial or business manner. Also, there has been no forward movement on the Barrington Park project since the original rezoning request in 2007 and land has been recently rezoned from Barrington Park Conditional Zoning District to Residential-Mixed (R-14) to allow for development that would deviate from the Barrington Park project. Therefore, given the availability of public utilities and that there would be approximately 14 acres of buffer area between the recently residentially rezoned property and this site, rezoning the subject property to

Ordinance 2016 -

the General Commercial (C-2) zoning district would appear to allow the owner to make reasonable use of the land while acknowledging that this area appears to be transitioning away from the mixed residential uses included within the Barrington Park Conditional Zoning District

ADOPTED this the 4th day of October, 2016.

ATTEST:

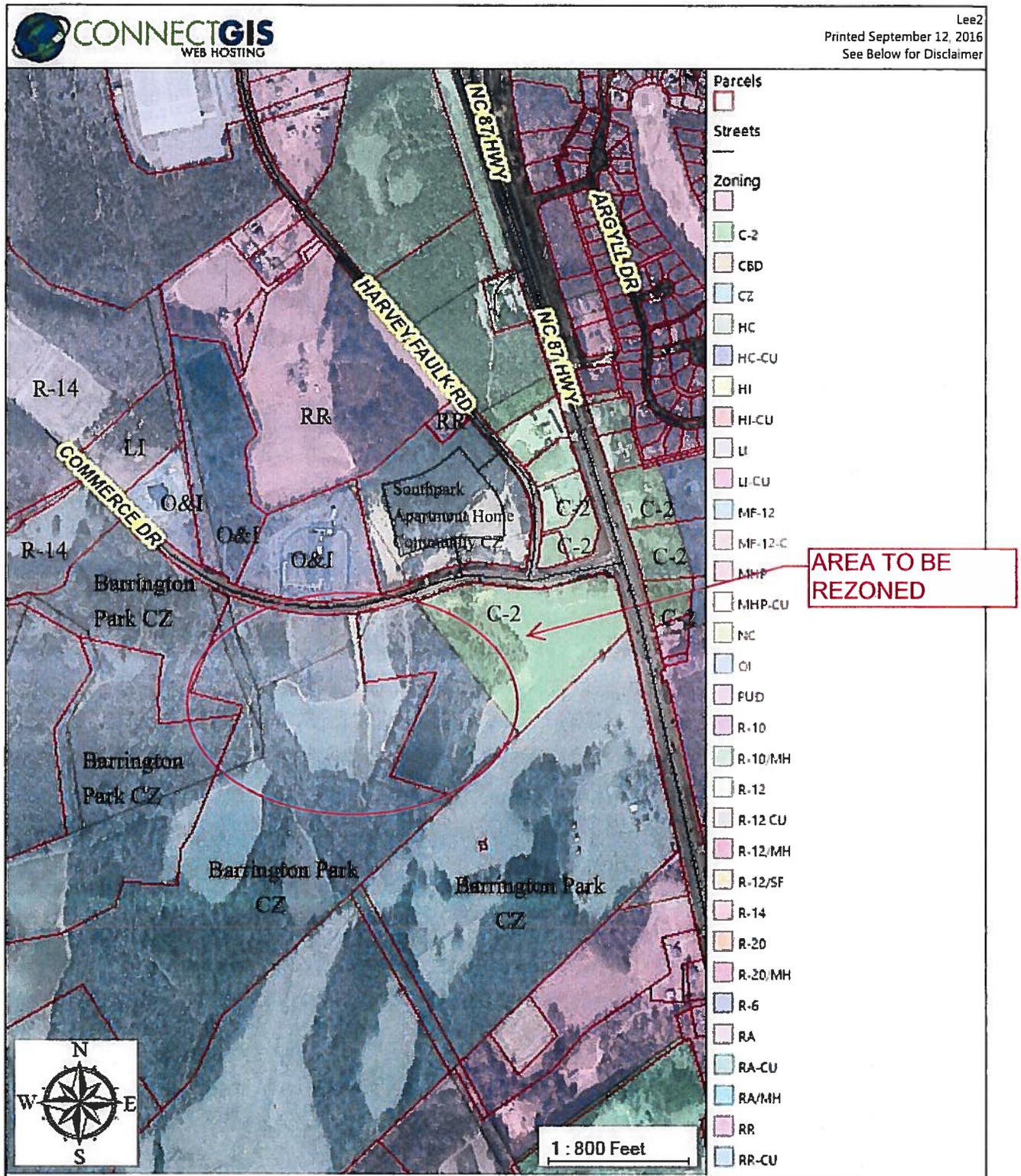
Bonnie Davis, City Clerk

T. Chet Mann, Mayor

APPROVED AS TO FORM:

Susan C. Patterson, City Attorney

Rezone from Barrington Park CZ to C-2 24.17 acres, portion of 9660-37-6982 and 9660-16-7151.



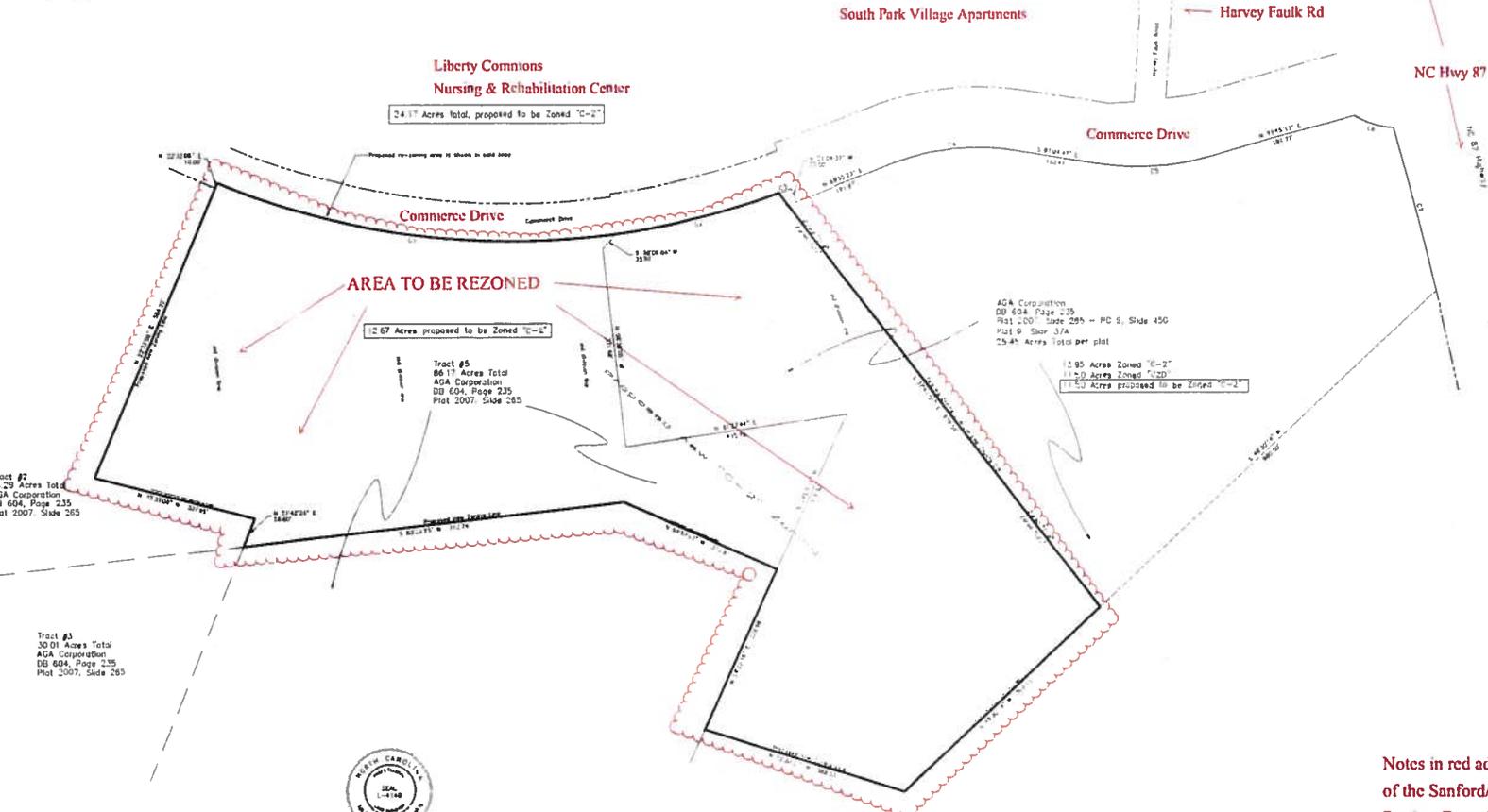
This site is prepared for the inventory of real property found within this jurisdiction and is compiled from recorded deeds, plats and other public records and data. Users of this site are hereby notified that the aforementioned public primary information sources should be consulted for verification of the information contained on this site. The County of Lee and Mobile311, LLC assume no legal responsibility for the information contained on this site. Please be advised that you must contact the Lee County Tax Office for accurate tax values. Please contact the Lee County Appraisal Department if any building information is incorrect. The map, layer, data and website (collectively known as "the layer") are for graphical and illustration purposes only. The Lee County Strategic Services Department (hereinafter "the Department") provides the layer and the information contained within to the general public and has not customized the information for any specific or general purpose. Such information was generated from data maintained by different sources and agencies and as such, some limitations may apply based upon restrictions imposed by other sources or agencies supplying data to Lee County (hereinafter "the County"). While the Department strives to make the information on the GIS website as timely, reliable and accurate as possible, neither the Department nor the County local governments make any claims, promises, or guarantees about the accuracy, completeness or adequacy of the



REFERENCE:
 DEED BOOK 604, PAGE 235
 LEE COUNTY RECORDS
 PLAT OF REVISION - 1/10,000
 ACRES DETERMINED
 BY COORDINATE METHOD.
 NOTES: THIS MAP IS TO BE PREPARED
 FOR RECORDATION IN ACCORDANCE
 WITH G.S. 170-30 AS AMENDED.
 VALUES OTHERWISE INDICATED:
 @ = BUILDING FOOT PRINT
 @ = BUILDING COMPLETE MONUMENT
 @ = SET BACK LINE
 @ = CALCULATED POINT
 @ = POWER SERVICE LINE
 @ = CABLE SERVICE LINE
 @ = TELEPHONE SERVICE LINE
 @ = CABLE TV SERVICE LINE
 @ = WATER SERVICE LINE
 @ = FUTURE HIGHWAY
 @ = SANITARY SEWER MAINLINE
 @ = UTILITY POLE

PLAT	BOOK	PAGE	DATE	DESCRIPTION
2007	604	235	11/11/07	AGA CORPORATION
2007	604	235	11/11/07	AGA CORPORATION
2007	604	235	11/11/07	AGA CORPORATION
2007	604	235	11/11/07	AGA CORPORATION
2007	604	235	11/11/07	AGA CORPORATION
2007	604	235	11/11/07	AGA CORPORATION
2007	604	235	11/11/07	AGA CORPORATION
2007	604	235	11/11/07	AGA CORPORATION
2007	604	235	11/11/07	AGA CORPORATION
2007	604	235	11/11/07	AGA CORPORATION

Boundary and survey shown shall relate from Plat 2007, Side 265, Tract # 5, Book 604, and Lee County 100 map.

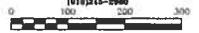


Matthew Callahan

Notes in red added by Amy J. McNeill
 of the Sanford/Lee County Zoning & Design
 Review Dept. 2016-09-09

PROPOSED ZONING MAP FOR
 Barrington Park, City of Sanford
 JONESBORO TOWNSHIP, LEE COUNTY,
 NORTH CAROLINA

AUGUST 11, 2016 - SCALE 1"=100'
 MATTHEW A. CALLAHAN SURVEYING
 P.O. BOX 2025, YALE, N.C.
 1019216-2900



First Baptist Church

202 Summit Drive • Sanford, North Carolina 27330 • Phone: (919) 774-4220
www.firstbaptistsanford.com



August 30, 2016

Becky Blanchard
 First Baptist Church
 202 Summit Drive
 Sanford, NC 27330

City of Sanford
 Street Division
 225 E. Weatherspoon Street
 Sanford, NC 27330

To Whom It May Concern,

First Baptist Church will be holding a Fall Festival on Sunday, October 30, 2016 for the children of our church and community. As part of that festival, we will be having a trunk-or-treat in one of our church parking lots. In order to help insure the safety of the children outside, we are requesting to have that portion of Green Street closed (located between Horner Blvd. and Steel St.). First Baptist Church owns all of the property on both sides of Green Street where the closure would take place. Here are the specifics for our event:

Date: Sunday, October 30, 2016

Time: 4:30pm - 9:00pm

Place: First Baptist Church; 202 Summit Drive; Sanford, NC 27330

Contact: Becky Blanchard, Children's Activities Coordinator, First Baptist Church

Phone: 919-774-4220 ext. 244 cell: 919-721-8971

If you have any questions or need any more information, please contact me at your convenience.

Sincerely,

Becky Blanchard

**RESOLUTION IN SUPPORT OF THE TEMPORARY CLOSURE OF A
PORTION OF GREEN ST FOR THE PURPOSE OF
A FALL FESTIVAL BY FIRST BAPTIST CHURCH OF SANFORD**

WHEREAS, Becky Blanchard, acting as the spokesperson of the First Baptist Church of Sanford formally request the temporary closure of Green Street from N. Horner Blvd to N. Steele Street for the purpose of a Fall Festival; and

WHEREAS, said temporary closure would occur on Sunday, October 30, 2016, between the hours of 4:30pm and 9:00pm.; and

WHEREAS, General Statute 160A-296 (a) (4) authorizes the Council for the City of Sanford to temporarily close streets for such purposes, and

WHEREAS, the City of Sanford, has no objection to said event occurring between the stated hours on said date;

NOW THEREFORE BE IT RESOLVED, THAT the City of Sanford Police and Public Works Departments are directed to close the above said streets on October 30, 2016 between the hours of 4:30 PM and 9:00 PM.

Adopted this 4th day of October, 2016.

T. Chet Mann, Mayor

ATTEST:

Bonnie Davis, City Clerk

Susan Patterson, City Attorney

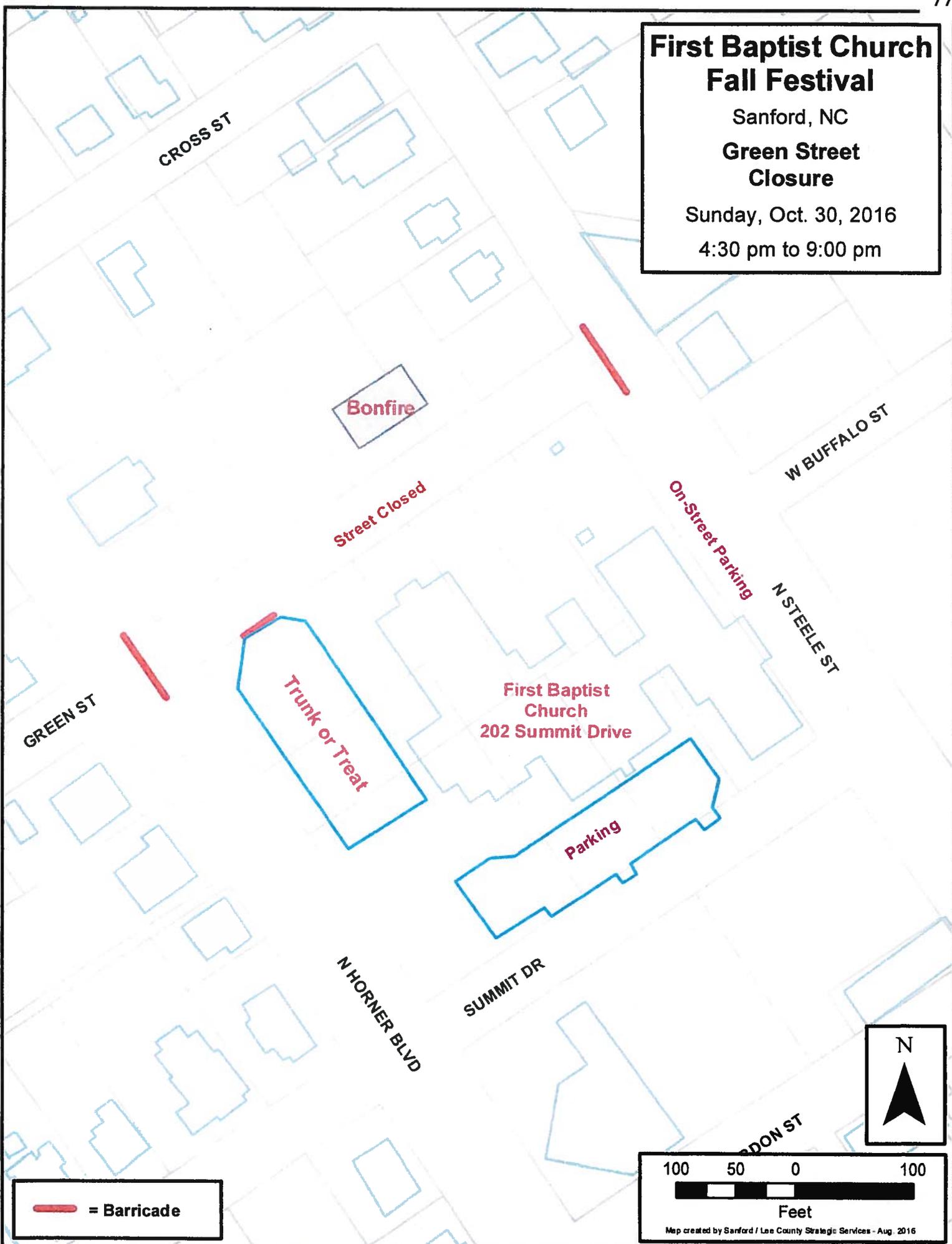
First Baptist Church Fall Festival

Sanford, NC

Green Street Closure

Sunday, Oct. 30, 2016

4:30 pm to 9:00 pm



Bonfire

Street Closed

On-Street Parking

Trunk or Treat

First Baptist Church
202 Summit Drive

Parking

GREEN ST

CROSS ST

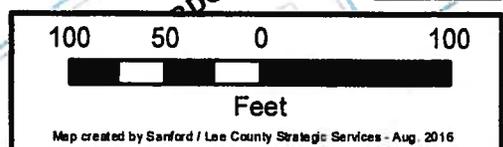
W BUFFALO ST

N STEELE ST

N HORNER BLVD

SUMMIT DR

ADON ST



 = Barricade

August 31, 2016

City of Sanford
225 E. Weatherspoon St.
Sanford, NC 27330

To Whom It May Concern:

The Central Carolina Jaycees are managing the Sanford Christmas Parade again this year. The parade is scheduled for Monday, December 5 at 7 pm.

The parade route will begin at the corner of Carthage Street and Wicker Street. The parade will head east on Wicker Street, turn north onto Steele Street, then west onto Carthage Street, and end back at Wicker Street.

Staging for the parade will take place at St. Luke UMC on the corner of Wicker Street and N. Currie Drive. Parade entrants will line up along Wicker Street between Carthage Streets and U.S. Hwy 1.

We request the following street closings for vehicle traffic:

1. Wicker Street from Carthage Street to U.S. 1 beginning at 6 pm and ending after the last parade entrant enters the official parade route.
2. The official parade route: Wicker Street to Steele Street, Steele Street to Carthage Street, and Carthage Street to Wicker Street beginning at 6:30 pm.
3. Tryon Street beginning at 6 pm and ending at 8 pm. (THIS STREET NEEDS TO BE BLOCKED OFF TO KEEP VEHICLES FROM PARKING BEFORE THE PARADE STARTS SINCE THE CITY AND POLICE DEPARTMENT WANT TO DIRECT THE TRAFFIC DOWN PARK AVENUE AND TRYON STREET.)
4. The section of Park Avenue from Carthage Street beginning at 6 pm and ending after the last parade entrant leaves the official parade route.

The Certificate of Liability will be sent to you from Nationwide Insurance Company under separate cover. It should arrive within a few weeks.

I am available for any necessary discussions and meetings. The Central Carolina Jaycees look forward to another great parade!

Sincerely,

Gina Guerrero
(919) 353-2108
2016 President
Central Carolina Jaycees

**RESOLUTION IN SUPPORT OF THE TEMPORARY CLOSURE OF PORTIONS
OF SEVERAL STREETS FOR THE CENTRAL CAROLINA JAYCEES 2016
SANFORD CHRISTMAS PARADE**

WHEREAS, the Central Carolina Jaycees formally request the temporary closure of portions of the following streets:

Arbor Lane, Tryon Street, King Street, Park Avenue, Circle Avenue,
Diffie Street, Hillcrest Drive, Pershing Street, S. Vance Street,
S. Gulf Street, and S. Steele Street;

where they intersect with Wicker Street and/or Carthage Street; along with Wicker Street and Carthage Street;

WHEREAS, the purpose of said temporary closures will be for the Central Carolina Jaycees 2016 Sanford Christmas Parade; and

WHEREAS, said temporary closure would occur on Monday, December 5, 2016, between the hours of 5:30 PM and 8:30 PM or until such time as deemed safe by the City of Sanford Police Department; and

WHEREAS, General Statute 160A-296 (a) (4) authorizes the Council for the City of Sanford to temporarily close streets for such purposes; and

WHEREAS, the City of Sanford, has no objection to said event occurring between the stated hours on said date;

NOW THEREFORE BE IT RESOLVED, THAT the City of Sanford Police and Public Works Departments are directed to close the above said streets on December 5, 2016 between the hours of 5:30 PM and 8:30 PM.

Adopted this 4th day of October, 2016.

T. Chet Mann, Mayor

ATTEST:

Bonnie Davis, City Clerk

Susan Patterson, City Attorney

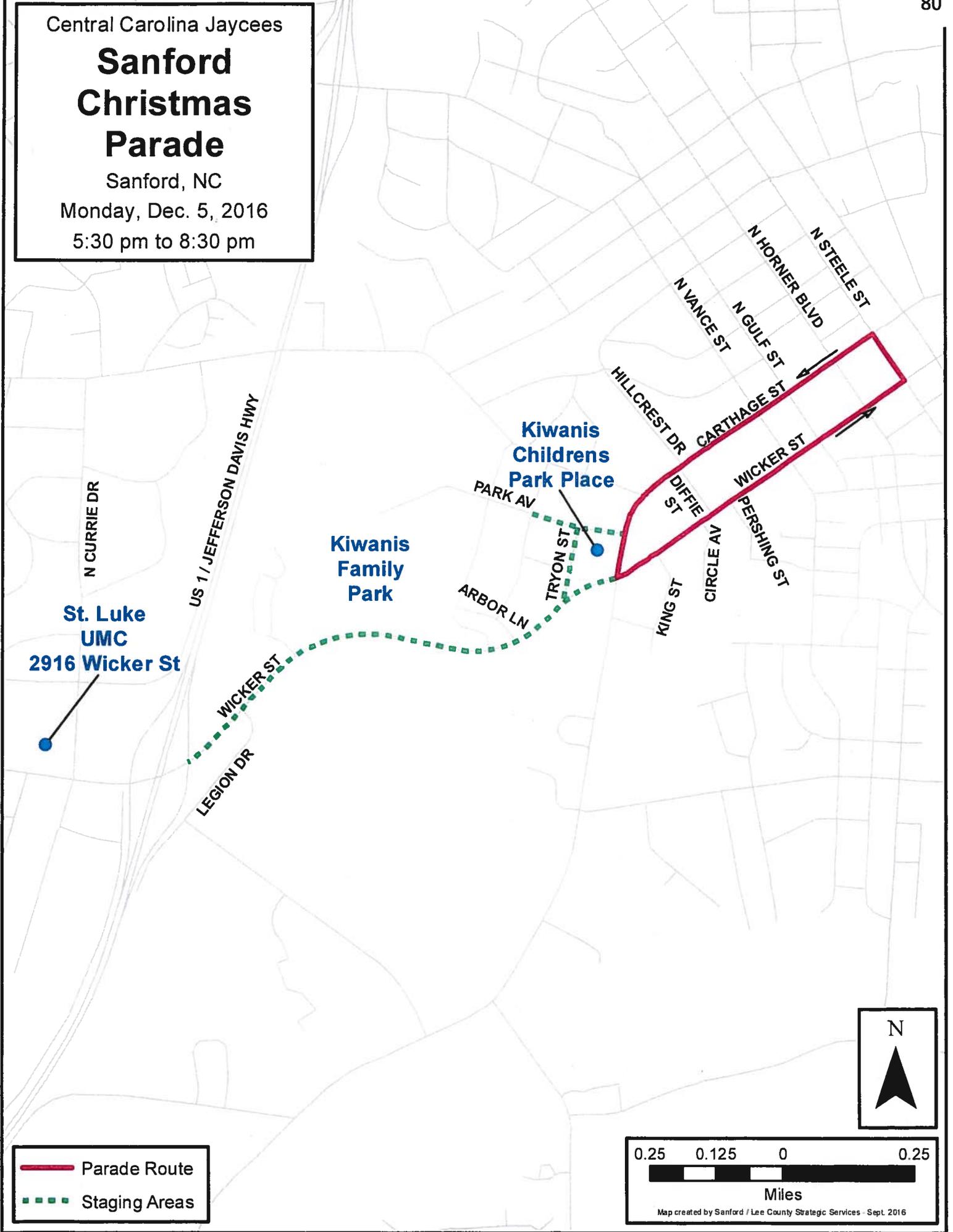
Central Carolina Jaycees

Sanford Christmas Parade

Sanford, NC

Monday, Dec. 5, 2016

5:30 pm to 8:30 pm



N CURRIE DR

US 1 / JEFFERSON DAVIS HWY

St. Luke UMC
2916 Wicker St

WICKER ST

LEGION DR

Kiwanis Family Park

ARBOR LN

Kiwanis Childrens Park Place

PARK AV

TRYON ST

HILLCREST DR

KING ST

CIRCLE VIA

N VANCE ST

DIFFIE ST

N GULF ST

WICKER ST

PERSHING ST

N HORNER BLVD

N STEELE ST

- Parade Route
- Staging Areas

0.25 0.125 0 0.25

Miles

Map created by Sanford / Lee County Strategic Services - Sept. 2016



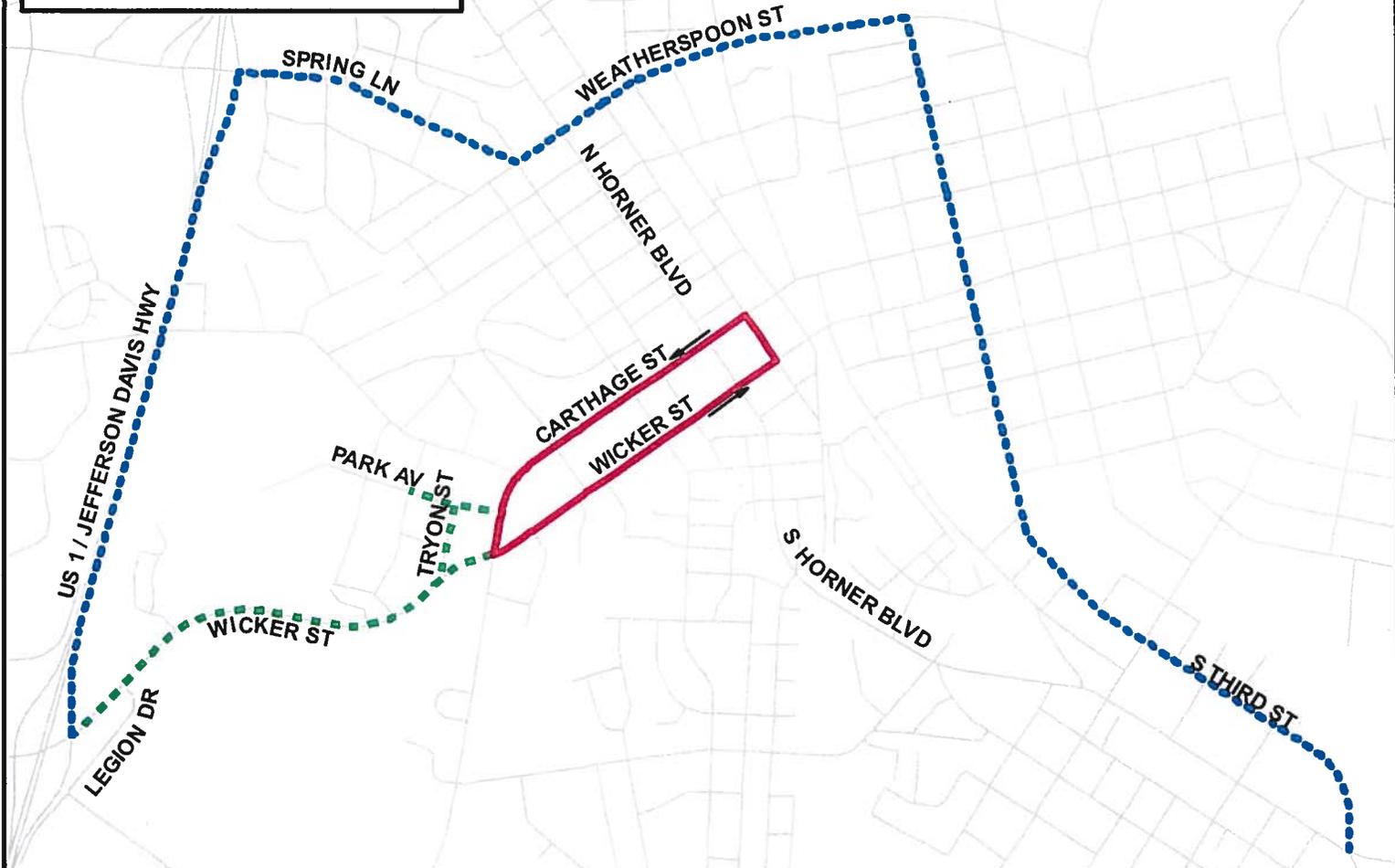
Central Carolina Jaycees

Sanford Christmas Parade Detour

Sanford, NC

Monday, Dec. 5, 2016

5:30 pm to 8:30 pm



- Detour
- Parade Route
- Staging Areas



0.25 0.125 0 0.25

 Miles
 Map created by Sanford / Lee County Strategic Services - Sept. 2016



P.O. Box 3729
Sanford, NC 27331-3729

City of Sanford

(919) 777-1105
FAX: (919) 718-6569
Email: susan.patterson@sanfordnc.net

Susan C. Patterson
City Attorney

MEMORANDUM

TO: Mayor and Council Members
City Manager

FROM: Susan C. Patterson, City Attorney *SP*

DATE: October 4, 2016

SUBJECT: Request for Assignment of Bid
Hooker Street, PIN 9642-54-5616 and 9642-54-5705

The above vacant property is in the tax foreclosure process. Prior to the confirmation of sale, the County Tax Office received a request from Mr. Brandon Martin, asking that the City and County's bid be assigned to him. According to Mr. Martin, this property adjoins property owned by his mother.

Please review and let me know if you wish to assign the bid to Mr. Martin. The current bid amount is \$3,894.31. The alternative is to complete the foreclosure sale, have the County and City jointly take title to the property, and then allow Mr. Martin to go through the offer, advertisement and upset bid process. This is the method we followed in the past.

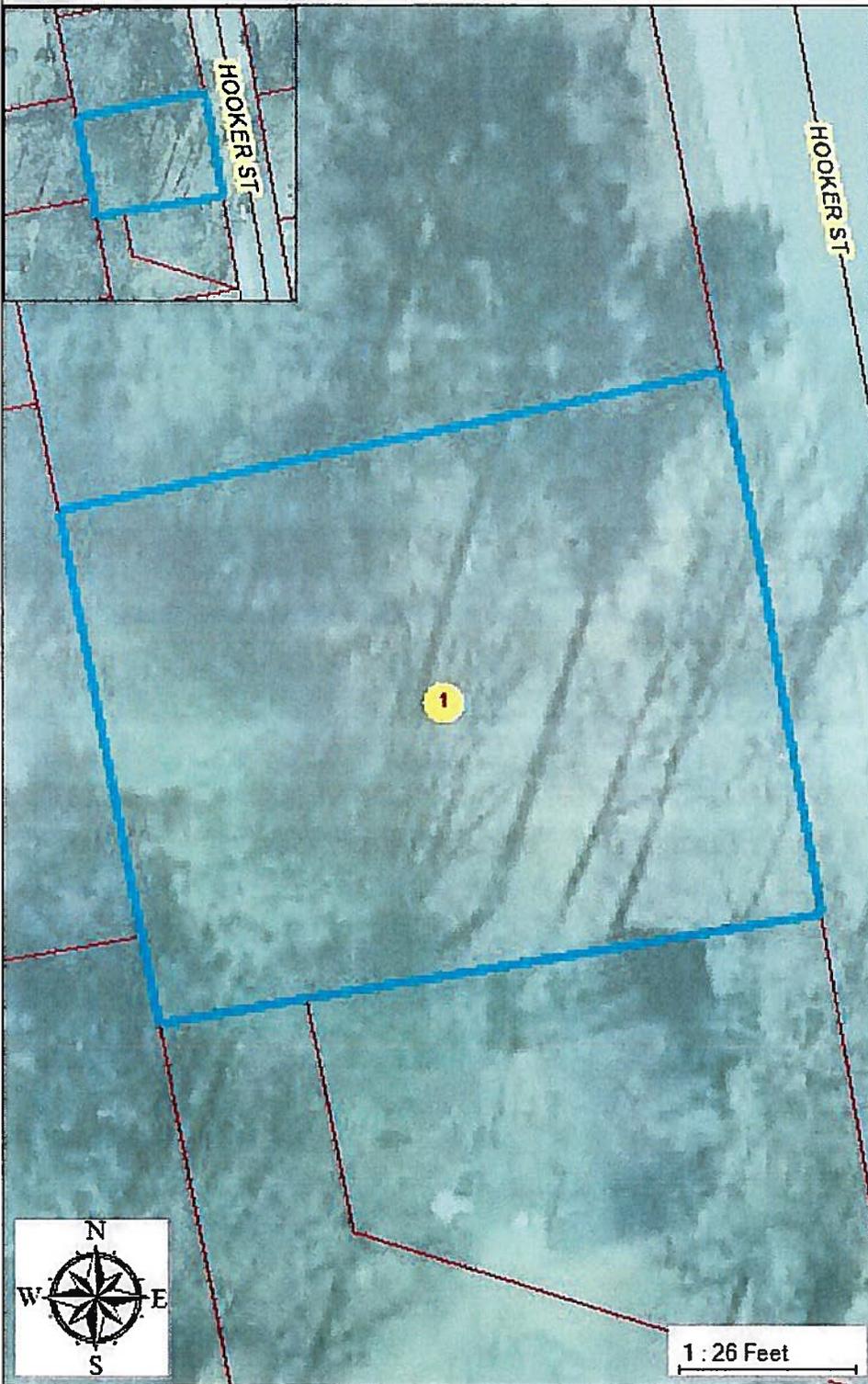
If you have any questions, please let me know.

SCP:stm

PIN 9642-54-5616



Lee2
Printed September 27, 2016
See Below for Disclaimer



- Parcels
- Streets
- Railroad
- Lee County
- Sanford City Limits
- Broadway Town Limits

<u>PIN</u> 9642-54-5616-00	<u>Acres</u> 0.18595304	<u>Parcel Address</u> HOOKER ST
<u>PARID</u> 964254561600	<u>Appraised Land</u> 2900	<u>Appraised Building</u> 0
<u>Book</u> 711	<u>Page</u> 19	<u>Tax District</u> CSF
<u>Subdivision</u> WASH PARK REDEV	<u>Subdivision Number</u> WAPR	<u>Legal 1</u> DISPOSAL PLAT-SEC I
<u>Legal 2</u> PC 3/30	<u>Legal 3</u>	<u>Owner</u> SIMMONS, ANTHONY L
<u>Owner2</u>	<u>Mail Address</u> 9911	<u>Mail Suffix</u>
<u>Mail Street Dir</u>	<u>Mail Street</u> JUNIPER	<u>MAILADRSUF</u> DR
<u>Mail City</u> BOWIE	<u>Mail State</u> MD	<u>Mail Zip</u> 20721
<u>Out BLDG Description</u>	<u>Out BLDG YRBLT</u> 0	<u>Sale Price</u> 0
<u>Sale Date</u> 7/30/1980 12:00:00 AM	<u>Dwelling Card</u> 0	<u>Dwelling Style</u>
<u>Dwelling DESCR</u>	<u>Dwelling YRBLT</u> 0	<u>Shape Length</u> 362.207475449871
<u>Appraised Total</u> 2900	<u>Out BLDG Area</u> 0	<u>Dwelling SFLA</u> 0
<u>OBJECTID 12</u> 22712		

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PIN 9642-54-5705



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- Parcels 
- Streets 
- Railroad 
- Lee County 
- Sanford City Limits 
- Broadway Town Limits 

<u>PIN</u> 9642-54-5705-00	<u>Acres</u> 0.18420174	<u>Parcel Address</u> HOOKER ST
<u>PARID</u> 964254570500	<u>Appraised Land</u> 2900	<u>Appraised Building</u> 0
<u>Book</u> 711	<u>Page</u> 19	<u>Tax District</u> CSF
<u>Subdivision</u> WASH PARK REDEV	<u>Subdivision Number</u> WAPR	<u>Legal 1</u> DISPOSAL PLAT-SEC I GRAHAM 7/30/80
<u>Legal 2</u> PC 03/30	<u>Legal 3</u>	<u>Owner</u> SIMMONS, ANTHONY L
<u>Owner2</u>	<u>Mail Address</u> 9911	<u>Mail Suffix</u>
<u>Mail Street Dir</u>	<u>Mail Street</u> JUNIPER	<u>MAILADRSUF</u> DR
<u>Mail City</u> BOWIE	<u>Mail State</u> MD	<u>Mail Zip</u> 20721
<u>Out BLDG Description</u>	<u>Out BLDG YRBLT</u> 0	<u>Sale Price</u> 0
<u>Sale Date</u> 7/30/1980 12:00:00 AM	<u>Dwelling Card</u> 0	<u>Dwelling Style</u>
<u>Dwelling DESCR</u>	<u>Dwelling YRBLT</u> 0	<u>Shape Length</u> 361.13092872272
<u>Appraised Total</u> 2900	<u>Out BLDG Area</u> 0	<u>Dwelling SFLA</u> 0
<u>OBJECTID 12</u> 22711		

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